R629.101 A33

MOTOR TRUCK FACTS

1942 Edition

Automobile Manufacturers Association

A RG29.101 A93

MAR 28 44

1942 c.1

Tech-All
Ref. 8

Motor Truck Facts

1942 EDITION

MOTOR TRUCK manufacturers along with producers of passenger cars, buses, trailers and their parts have united during the emergency in the Automotive Council for War Production. The objective is to expedite the war output of the automotive industry.

For several months, war agencies of the Government have assumed responsibility for the output of civilian motor vehicles and parts. Government directives indicate that these actions are prompted by the need for increased armament production in face of shortages of raw materials and other reasons.

As this issue of "Motor Truck Facts" goes to press, practically all production of motor vehicles, other than military, has been curtailed.

All trucks that were available in dealers' stocks on January 1 and the limited production allowed by the Government during the early months of this year, are being released to consumers through a Government rationing program which became effective March 9.

Curtailment of the supply of motor trucks and buses comes at a time when the use of the vehicles is at its highest peak. They are serving the armed forces, the munitions manufacturers, farmers, and other suppliers of food stuffs and commodities necessary for the maintenance of the armed forces and civilian population, a great proportion of which is engaged in war work.

The importance of trucks to war plants is shown in the use at 741 Michigan factories where the average plant receives 65% of incoming freight by truck, and ships 69% of outgoing freight by truck.

Because of railroad abandonments and other factors, there are now 54,000 communities in the United States as compared with 48,000 such communities ten years ago, entirely dependent on motor trucks for all freight service.

This increased use of motor truck transportation in face of curtailed production has prompted numerous actions by Government agencies to conserve the existing civilian motor truck transportation plant.

Orders released by the Office of Defense Transportation dealing with maintenance, pooling, limited delivery schedules, and other conservation measures are summarized.

MOTOR TRUCK COMMITTEE

AUTOMOBILE MANUFACTURERS ASSOCIATION

830 Transportation Building **Washington, D. C.**

Automobile Manufacturers Association

Officers

President	Alvan Macauley	Packard Motor Car Company
First Vice-President	Alfred P. Sloan, Jr.	General Motors Corporation
Vice-President Passenger Car Division	Paul G. Hoffman	The Studebaker Corporation
Vice-President Commercial Car Division	Robert F. Black	The White Motor Company
Advisory Vice-President	Alfred Reeves	New York, N. Y.
Secretary	Byron C. Foy	De Soto Division, Chrysler Corporation
Treasurer	George W. Mason	Nash-Kelvinator Corporation
General Manager	George W. Romney	Detroit, Mich.

Motor Truck Committee

Robert F. Black, Chairman	The White Motor Company
I. B. Babcock	Yellow Truck and Coach Manufacturing Company
E. J. Bush	Diamond T Motor Car Company
George W. Malcolmson	Dodge Division, Chrysler Corporation
David C. Fenner	Mack Manufacturing Corporation
W. E. Fish	Chevrolet Motor Division, General Motors Corporation
T. R. Lippard	Federal Motor Truck Company
P. V. Moulder	International Harvester Company
Robert P. Page, Jr.	The Autocar Company
Arthur C. Butler, Secretary	Washington, D. C.
O. P. Pearson, Manager, Statistical Department	Detroit, Michigan

Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Autocar	The Autocar Company	Ardmore, Pa.
Chevrolet	Chevrolet Motor Division, General Motors Corp.	Detroit, Mich.
Corbitt	The Corbitt Company	Henderson, N. C.
Crosley	Crosley Motors, Inc.	Cincinnati, Ohio
Diamond T	Diamond T Motor Car Company	Chicago, Ill.
Dodge	Dodge Division, Chrysler Corporation	Detroit, Mich.
Federal	Federal Motor Truck Company	Detroit, Mich.
G.M.C.	Yellow Truck and Coach Manufacturing Company	Pontiac, Mich.
Hudson	Hudson Motor Car Company	Detroit, Mich.
Indiana	The White Motor Company	Cleveland, Ohio
International	International Harvester Company	Chicago, Ill.
LaFrance-Republic	Sterling Motor Truck Company	Milwaukee, Wisc.
Mack	Mack Manufacturing Corporation	Long Island City, N. Y.
Reo	Reo Motors, Inc.	Lansing, Mich.
Sterling	Sterling Motor Truck Company	Milwaukee, Wisc.
Studebaker	The Studebaker Corporation	South Bend, Ind.
Walter	Walter Motor Truck Company	Ridgewood, N. Y.
White	The White Motor Company	Cleveland, Ohio
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

Trucks Indispensable to War Effort

Trucks move 65 per cent of freight into, and 69 per cent out of 741 War Plants. (page 8)

54,000 U. S. Communities depend entirely on motor transport. (page 10)

Country now has 4,911,000 motor trucks compared to 326,000 during last war. (page 6)

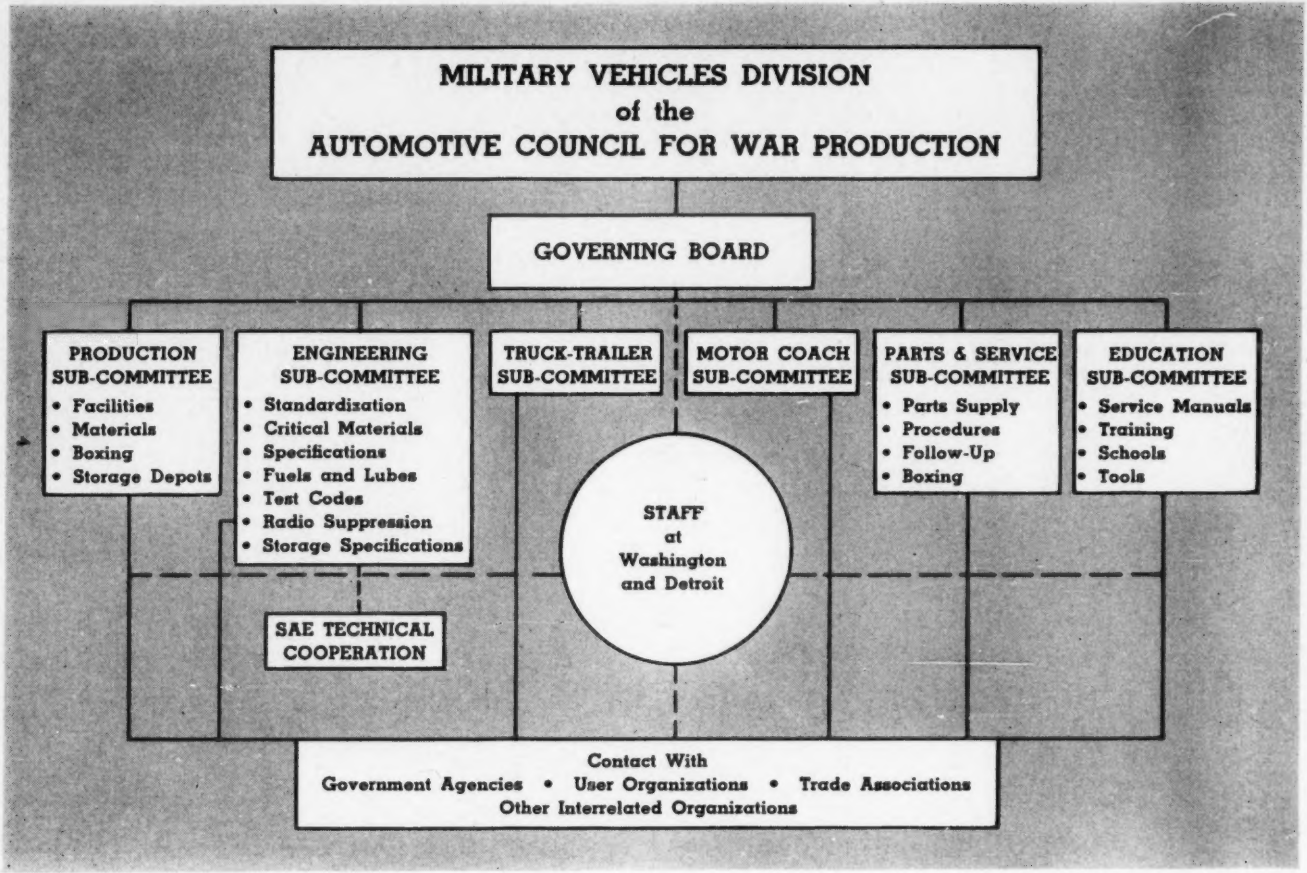
U. S. stops civilian truck production and orders conservation of existing equipment. (pages 12, 46, 53)

United Nations depend on U. S. truck producers for military vehicles. (picture of types, page 28)

One-third of vital farm trucks are more than ten years old. (page 34)

Average truck-for-hire uses 8,857 gallons of gasoline per year. (page 23)

Eighty-eight per cent of truck owners operate one truck. (page 21)


MILITARY VEHICLES DIVISION
of the
AUTOMOTIVE COUNCIL FOR WAR PRODUCTION
GOVERNING BOARD
PRODUCTION SUB-COMMITTEE
• Facilities
• Materials
• Boxing
• Storage Depots
ENGINEERING SUB-COMMITTEE
• Standardization
• Critical Materials
• Specifications
• Fuels and Lubes
• Test Codes
• Radio Suppression
• Storage Specifications
TRUCK-TRAILER SUB-COMMITTEE
MOTOR COACH SUB-COMMITTEE
PARTS & SERVICE SUB-COMMITTEE
• Parts Supply
• Procedures
• Follow-Up
• Boxing
EDUCATION SUB-COMMITTEE
• Service Manuals
• Training
• Schools
• Tools
STAFF
at
Washington
and Detroit
SAE TECHNICAL COOPERATION
Contact With
Government Agencies • User Organizations • Trade Associations
Other Interrelated Organizations

Military Vehicles Division of the Automotive Council for War Production

THE Automotive Council for War Production has set up in its organization a Military Vehicles Division to expedite the dual assignment providing the fighting forces of the United States and allies with military vehicles for tactical and combat uses as well as to aid in supplying essential equipment and parts necessary to keep the vital civilian motor truck transportation rolling during the emergency.

The Military Vehicles Division has been set up to deal speedily and efficiently with the related problems of the makers of motor trucks, buses, trailers and parts. In this function, the Division is cooperating with governmental and user organizations and also providing an information service to the manufacturers.

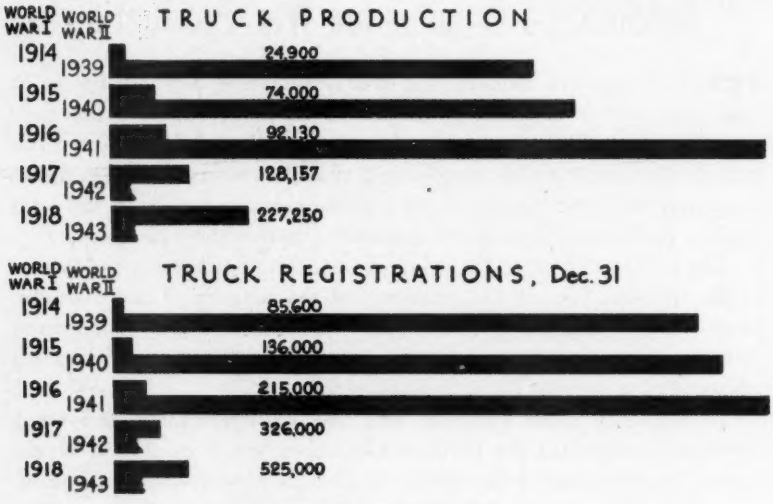
To maintain close contacts with the Quartermaster and other government agencies, the Division's headquarters is located in Washington. An office also is located in the Council headquarters in Detroit, where activities concerned with interchange of technical information and facilities are carried on.

The program provides, among others, service on mutual problems of production, engineering, parts output, maintenance and distribution.

Governing Board Members

Irving B. Babcock, Chairman ..... Yellow Truck & Coach Manufacturing Company
Robert F. Black ..... The White Motor Company
E. J. Bush ..... Diamond T Motor Car Company
R. A. Crist ..... Yellow Truck & Coach Manufacturing Company
M. D. Douglas ..... Chevrolet Division, General Motors Corporation
Frank Fageol ..... Twin Coach Manufacturing Company
Harvey Fruehauf ..... Fruehauf Trailer Company
A. Gelpke ..... The Autocar Company
Roy Hauer ..... Mack Manufacturing Corporation
Edward Hedner ..... Chevrolet Division, General Motors Corporation
P. V. Moulder ..... International Harvester Company
M. J. Neeley ..... Hobbs Manufacturing Company
W. A. Olen ..... Four Wheel Drive Auto Company
L. J. Purdy ..... Dodge Division, Chrysler Corporation
R. I. Roberge ..... The Ford Motor Company
W. G. Sternberg ..... Sterling Motor Truck Company
Arthur C. Butler, Secretary ..... Washington, D.C

Only 326,000 Trucks in Use in 1917, Now 4,911,000



144,500 New Trucks in Stockpile May 23, 1942

To Last Until December, 1943

28,348 Trucks Released up to May 23, 1942

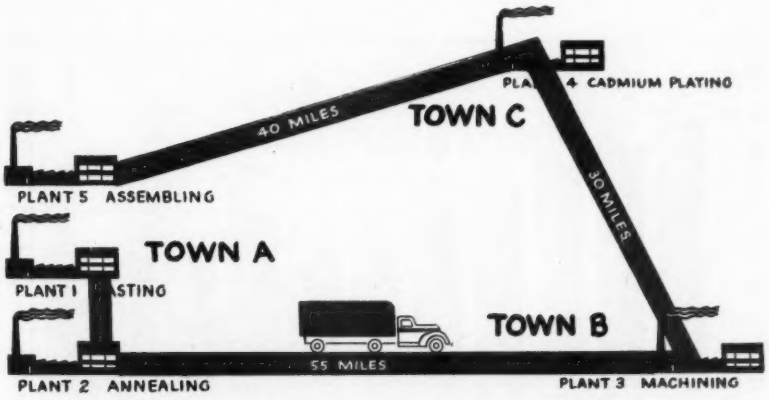
(Source: Press releases by Automotive Branch, War Production Board)

Civilian Trucks Released:	Light	Medium	Heavy	Total
March 9—April 25	1,099	3,027	1,859	5,985
April 26—May 2	313	804	341	1,458
May 3—May 9	360	875	212	1,477
May 10—May 16	333	984	472	1,789
May 17—May 23	462	1,114	365	1,941
Total March 9—May 23	**2,567**	**6,804**	**3,249**	**12,620**
Releases under Government Exemption Permit:	**Light**	**Medium**	**Heavy**	**Total**
March 9—April 25	3,901	6,258	1,997	12,156
April 26—May 2	406	319	120	845
May 3—May 9	426	447	104	977
May 10—May 16	615	417	152	1,184
May 17—May 23	198	304	64	566
Total March 9—May 23	**5,546**	**7,745**	**2,437**	**15,728***
Combined Civilian and Government releases	**8,113**	**14,549**	**5,686**	**28,348***
Stockpile May 23	**39,700**	**95,675**	**9,100**	**144,475**

*Not including 2,011 ambulances, hearses, and station wagons released under government exemption permits.

War Assembly Line 125 Miles Long

Truck links five plants in three towns



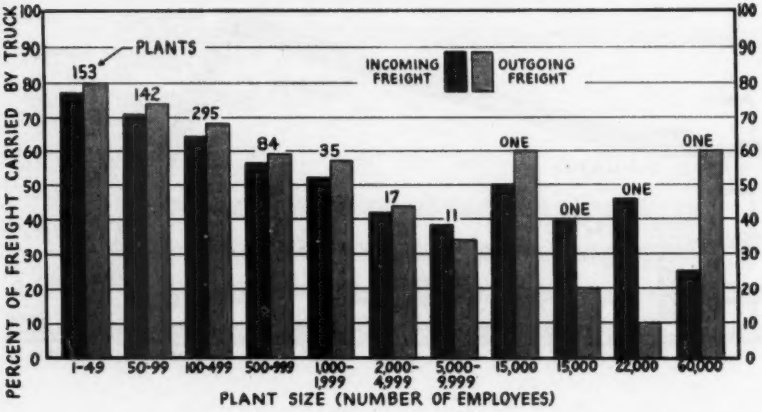
By means of a truck, an automotive prime contractor in Michigan extended his assembly line 125 miles to include facilities of four subcontractors in three towns.

At a foundry (Plant 1) in town A, the truck picks up 20,000 small iron castings, hauls them to an annealing plant, (Plant 2) in the same town. Loaded with 20,000 annealed pieces, the truck drives 55 miles to Plant 3 in town B, where the parts are to be machined.

After unloading, the truck is loaded with 20,000 machined units for a 30 mile trip to Plant 4 in town C, where the parts are to be cadmium plated. Picking up a load of 20,000 finished pieces the truck returns 40 miles to town A. Here in the plant of the prime contractor (Plant 5), the pieces are used in the assembly of shells. Continuous operation of all five plants is dependent on the uninterrupted service of a truck.

Motor Trucks Are Lifeline

Per Cent of War Freight Carried by Truck at 741 Michigan Factories



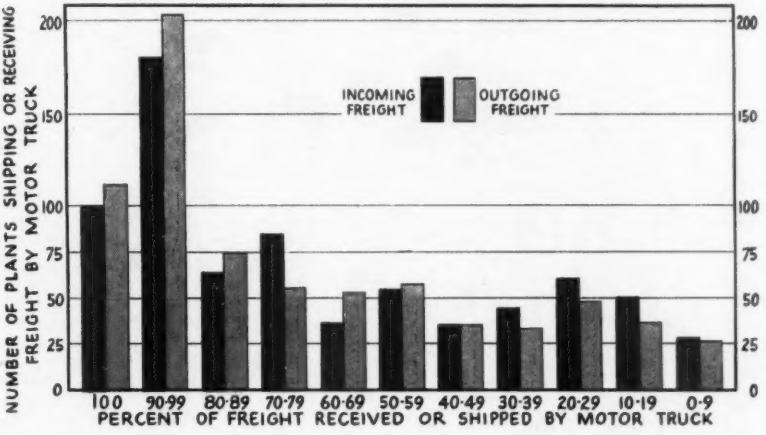
" . . . It was learned that the use of the motor truck entered into the mass production process in such a way that it was as vital to that process as any machine in the factory or as any part of the assembly line. In fact, the truck was actually a part of the assembly line itself, extending from factory to factory, connecting sources of supply of semi-fabricated materials and even raw materials. The motor truck effects the linking together of a maze of interdependencies that is mass production.

" . . . The extent to which the mass production process is being utilized to meet the requirements of war is illustrated by two examples. One Michigan firm makes automatic cannon, comprising 127 parts. Only three of those parts are manufactured by the prime contractor. In another city, a plant is building an anti-aircraft gun made up of 200 parts, but 180 of them are fabricated in other factories. The bringing together of the parts for assembly is accomplished largely by truck movement. They may be small or large parts and usually require no more packing than when shifting them from one part of a plant to another part of the same plant. The flexibility of the truck for out-of-plant and into-plant shipments definitely stamps it as an integral part of mass production."

From "The Transportation of Materials and Workers in War Industries in Michigan."

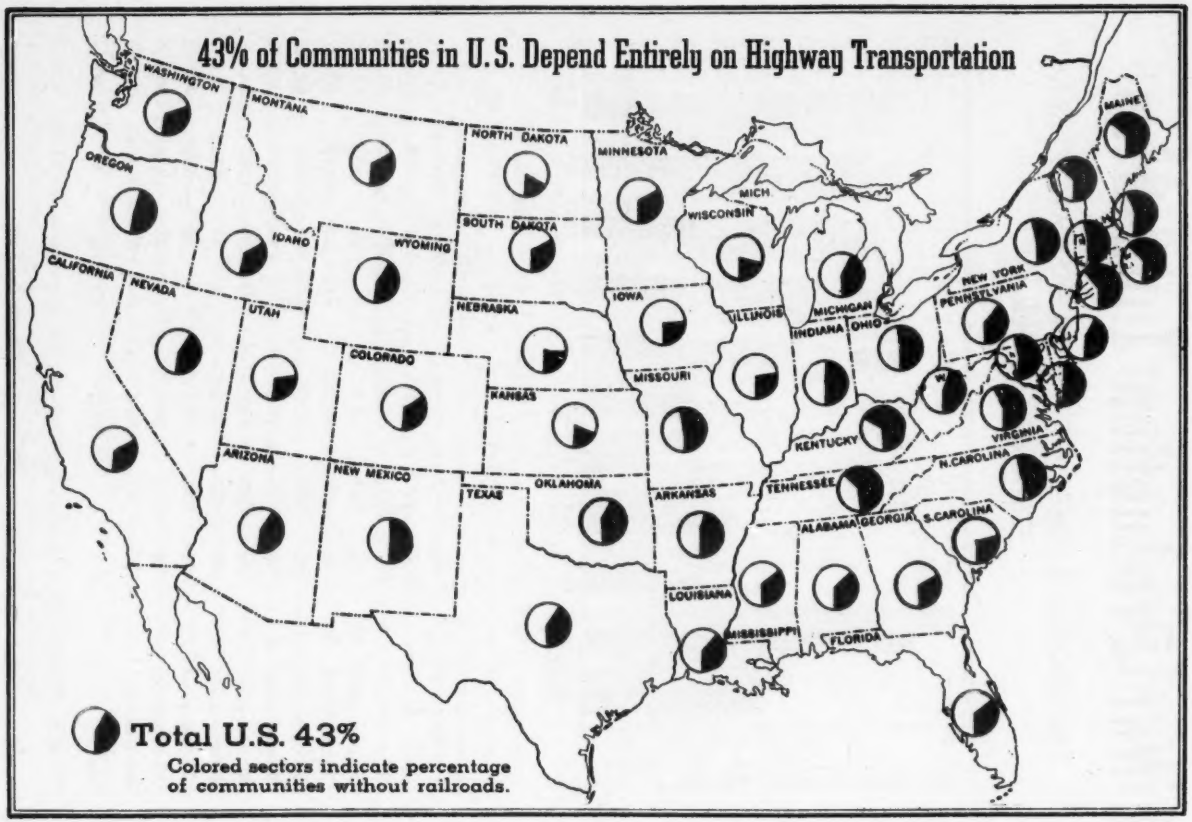
# of War Production Industries

Distribution According to Per Cent of War Freight Carried by Truck



Per Cent of Total Shipments	Incoming Freight: Number of War Plants	Incoming Freight: Cumulated Number	Incoming Freight: Per Cent of Plants	Outgoing Freight: Number of War Plants	Outgoing Freight: Cumulated Number	Outgoing Freight: Per Cent of Plants
100	100	100	13.5%	112	112	15.1%
90 and under 100	181	281	37.9%	204	316	42.6%
80 and under 90	63	344	46.4%	75	391	52.8%
70 and under 80	84	428	57.8%	57	448	60.5%
60 and under 70	37	465	62.8%	54	502	67.7%
50 and under 60	55	520	70.2%	59	561	75.7%
40 and under 50	36	556	75.0%	36	597	80.6%
30 and under 40	45	601	81.1%	34	631	85.2%
20 and under 30	62	663	89.5%	48	679	91.6%
10 and under 20	50	713	96.2%	35	714	96.4%
Less than 10	28	741	100.0%	27	741	100.0%
Total	741	—	65.2%	741	—	69.0%

SOURCE: Michigan State Highway Department: "The Transportation of Materials and Workers in War Industries in Michigan." Survey as of January and February 1942.


43% of Communities in U.S. Depend Entirely on Highway Transportation
WASHINGTON
OREGON
CALIFORNIA
NEVADA
IDAHO
MONTANA
WYOMING
UTAH
ARIZONA
COLORADO
NEW MEXICO
NORTH DAKOTA
SOUTH DAKOTA
NEBRASKA
KANSAS
OKLAHOMA
TEXAS
MINNESOTA
IOWA
MISSOURI
ARKANSAS
LOUISIANA
WISCONSIN
ILLINOIS
MICH
INDIANA
OHIO
KENTUCKY
TENNESSEE
MISSISSIPPI
ALABAMA
GEORGIA
FLORIDA
S.CAROLINA
N.CAROLINA
VIRGINIA
NEW YORK
PENNSYLVANIA
MAINE
Total U.S. 43%
Colored sectors indicate percentage of communities without railroads.

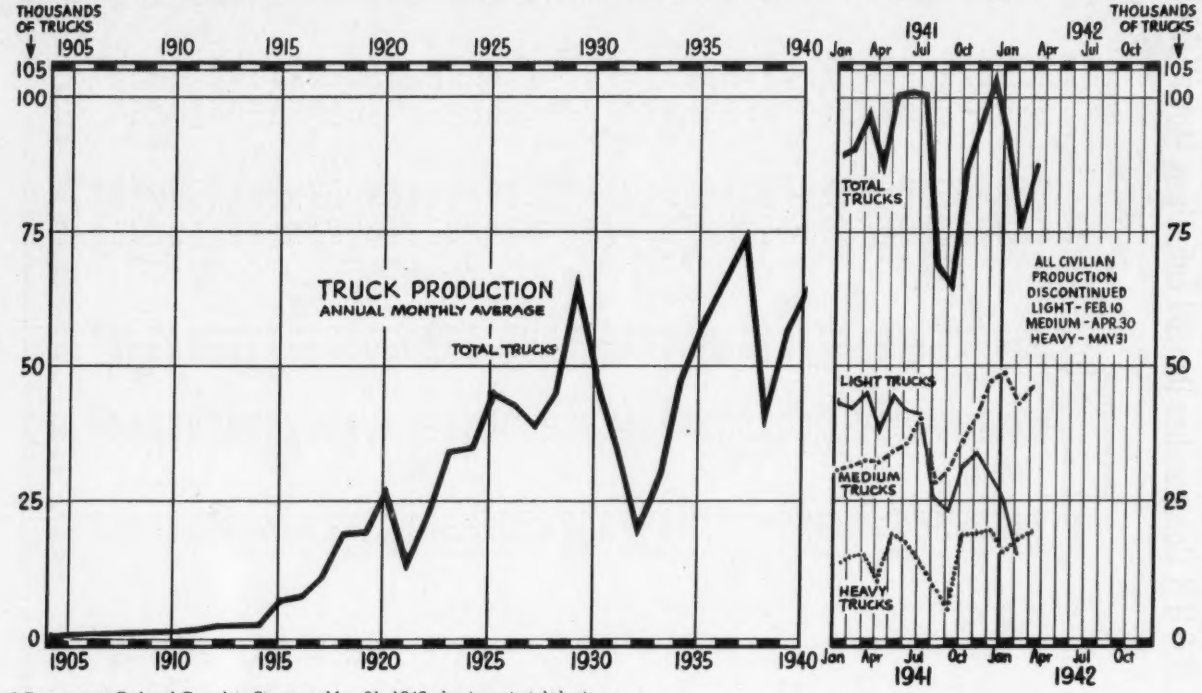
54,000 U.S. Communities Depend Entirely on Motor Vehicles

(1940 Analysis of Communities and Population Indicating Number Without Railroads)

	COMMUNITIES			POPULATION		
	Total Communities	Not served by RR Number	% of all	1940 Non-farm Population	Not served by RR Population	% of all
Ala.	2,847	1,166	41.0	1,494,297	147,206	9.9
Ariz.	901	383	42.5	385,239	37,515	9.7
Ark.	3,160	1,462	46.3	838,380	101,606	12.1
Calif.	5,533	1,868	33.8	*6,271,104	300,263	4.8
Colo.	2,461	882	35.8	871,604	54,099	6.2
Conn.	746	457	61.3	1,613,617	142,894	8.9
Del.	275	135	49.1	220,832	23,033	10.4
Fla.	2,600	912	35.1	*1,593,652	133,063	8.3
Ga.	3,216	1,176	36.6	1,759,757	128,383	7.3
Idaho	1,316	481	36.6	*323,742	31,560	9.7
Ill.	4,402	1,181	26.8	*6,931,473	129,022	1.9
Ind.	3,184	1,580	49.6	2,615,145	100,149	3.8
Iowa	2,232	587	26.3	1,621,500	36,707	2.3
Kans.	2,190	426	19.5	1,196,250	32,921	2.8
Ky.	4,494	2,962	65.9	*1,586,083	199,027	12.5
La.	2,982	1,179	39.5	1,513,498	74,216	4.9
Me.	1,880	1,175	62.5	681,776	187,585	27.5
Md.	1,976	1,069	54.1	1,578,184	137,959	8.7
Mass.	1,708	913	53.5	*4,226,069	287,268	6.8
Mich.	3,662	1,540	42.1	*4,390,932	162,519	3.7
Minn.	2,487	851	34.2	1,886,860	58,631	3.1
Miss.	2,486	869	35.0	783,902	60,529	7.7
Mo.	4,203	2,235	53.2	2,666,020	136,655	5.1
Mont.	1,658	580	35.0	383,749	32,358	8.4
Nebr.	1,348	337	25.0	820,387	13,610	1.7
Nev.	597	248	41.5	94,622	12,214	12.9
N. H.	728	419	57.6	429,775	56,866	13.2
N. J.	1,823	797	43.7	4,027,946	281,077	7.0
N. M.	1,166	599	51.4	354,704	104,867	29.6
N. Y.	5,347	2,883	53.9	*12,788,550	525,178	4.1
N. C.	3,544	1,895	53.5	*1,920,426	198,960	10.4
N. D.	1,071	197	18.4	314,437	7,754	2.5
Ohio	4,027	2,074	51.5	*5,841,955	497,911	8.5
Okla.	2,171	948	43.7	1,409,693	77,471	5.5
Ore.	1,945	941	48.4	833,401	62,244	7.5
Pa.	9,276	4,066	43.8	*8,997,115	835,435	9.3
R. I.	293	183	62.5	703,553	129,212	18.4
S. C.	1,903	556	29.2	986,492	85,933	8.7
S. D.	985	343	34.8	336,291	13,380	4.0
Tenn.	3,196	2,023	63.3	1,643,897	176,461	10.7
Texas	6,973	2,918	41.8	*4,260,066	316,699	7.4
Utah	1,192	380	31.9	455,958	83,010	18.2
Vt.	653	410	62.8	253,719	60,900	24.0
Va.	4,636	2,567	55.4	1,694,414	259,069	15.3
Wash.	2,613	874	33.4	*1,401,065	122,614	8.8
W. Va.	4,107	1,832	44.6	1,370,522	139,365	10.2
Wisc.	2,646	558	21.1	2,265,398	111,871	4.9
Wyo.	777	336	43.2	178,068	25,948	14.6
D. C.	1	0	0	663,091	0	0
Total	125,617	54,453	43.3	101,479,210	6,933,217	6.8

*Preliminary

First Shutdown of Civilian Truck Production Since Beginning of Industry①



①Government Ordered Complete Stoppage May 31, 1942, due to material shortage.
NOTE: Military Vehicles included in production curve. Military Vehicle output continues after May 31, 1942.

Motor Truck Production in U. S. Plants

	Light				Medium			
	1942	1941	1940	1939	1942	1941	1940	1939
January	27,546	43,555	32,976	29,937	49,577	31,128	23,775	21,850
February	15,460	42,423	30,838	27,386	43,225	31,242	22,427	23,112
March	22,020	45,427	32,204	30,935	46,784	32,437	24,816	26,394
April		38,622	32,498	29,179		32,212	24,296	26,144
May		45,334	30,731	26,933		35,049	21,819	20,348
June		42,399	27,292	27,866		36,573	21,036	24,663
July		41,527	26,427	23,158		40,843	24,202	24,637
August		25,576	8,780	11,544		28,909	11,213	11,965
September		23,528	20,545	10,281		30,878	13,082	14,838
October		30,953	36,919	27,321		35,974	25,046	24,281
November		34,398	36,691	29,300		40,931	28,712	23,257
December		25,889	38,249	34,909		48,039	31,355	27,009
Year		439,631	354,150	308,749		424,215	271,779	268,768

	Heavy				Total			
	1942	1941	1940	1939	1942	1941	1940	1939
January	15,129	12,934	11,462	9,559	92,252	87,617	68,213	61,346
February	17,769	15,003	10,275	8,950	76,454	88,668	63,540	59,448
March	19,804	15,156	11,826	10,904	88,608	93,020	68,846	68,233
April		10,636	10,089	9,751		81,470	66,883	65,074
May		19,210	9,133	9,605		99,593	61,683	56,886
June		17,809	9,386	9,822		96,781	57,714	62,351
July		14,315	10,667	9,827		96,685	61,296	57,622
August		10,361	6,012	8,702		64,846	26,005	32,211
September		5,017	9,527	4,919		59,423	43,154	30,038
October		18,727	12,212	10,363		85,654	74,177	61,965
November		18,959	11,655	11,896		94,288	77,058	64,723
December		20,112	11,915	13,586		94,040	81,519	75,504
Year		178,239	124,159	117,884		1,042,085	750,088	695,401

Annual Totals for Earlier Years

Year	Light	Medium	Heavy	Total
1936	316,438	315,258	137,484	769,180
1937	396,968	315,974	158,109	871,051
1938	206,491	180,853	88,020	475,364

NOTE: Includes only the production of those companies engaged in motor truck and truck tractor manufacture during or after August, 1941. Sizes of trucks determined from manufacturers' rated capacity as follows: Light, under 1½ tons; Medium, 1½ tons and under 3 tons; Heavy, 3 tons and over. Buses, station wagons and special purpose vehicles are not included.

Data shown here represents vehicles *produced* during the months and years indicated, rather than factory sales.

SOURCE: Division of Statistics, War Production Board.

4,911,000 Motor Trucks Registered in U. S.

(Figures as of December 31)

Year	Number	Per Cent Increase	Year	Number*	Per Cent Increase
1904	700		1923	1,612,569	17
1905	1,400	100	1924	2,134,724	32
1906	2,200	57	1925	2,440,854	14
1907	2,900	32	1926	2,764,222	13
1908	4,000	38	1927	2,914,019	5
1909	6,050	51	1928	3,113,999	7
1910	10,000	65	1929	3,379,854	8
1911	20,000	100	1930	3,486,019	3
1912	41,400	107	1931	3,466,571	—0.6
1913	63,800	54	1932	3,229,315	—6.8
1914	85,600	34	1933	3,230,668	—
1915	136,000	59	1934	3,419,254	5.9
1916	215,000	58	1935	3,664,429	7.2
1917	326,000	52	1936	3,987,339	8.9
1918	525,000	61	1937	4,255,296	6.9
1919	794,372	51	1938	4,224,031	—0.7
1920	1,006,082	27	1939	4,413,692	4.5
1921	1,117,100	11	1940	4,590,386	4.0
1922	1,375,725	23	1941	4,911,500*	7.0

*Includes buses in 5 to 8 states varying from year to year. *Preliminary.

Farmers and Shippers Give Reasons for Preferring Trucks in Marketing Farm Produce

(Source: "Use of Motor Trucks in Marketing Fruits and Vegetables" by Farm Credit Administration Bulletin No. 18, September 1937.)

Percentage of Total Users in Each Group Citing the Reasons Listed.

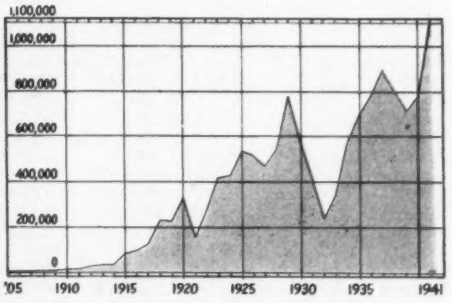
Advantage Cited	GROUPS SURVEYED* 3,681 Growers	134 Country Shippers	56 Farm Coop's	1,029 Shippers†
1. More prompt delivery	43	53	61	64
2. More convenient	31	7	20	50
3. Cheaper	24	39	41	64
4. Less handling	20	13	9	60
5. Produce reaches market in better condition	10	30	39	..
6. Wider distribution and choice of markets	5	11	21	..
7. More efficient handling	4	..	..	..
8. Higher prices	4	4	..	..
9. Facilitates shipment of small quantities	3	10	14	..
10. Saves time for farmer	3	..	..	..
11. More prompt payment	2	..	..	..
12. Enables grower to do own retailing	2	..	..	..
13. Lower packaging cost	..	..	..	16
14. Less loss in transit	..	2	..	20
15. Service quickly available	..	1	5	..
16. More dependable service	..	..	7	..
17. Simpler classification of rates	..	..	..	20
18. Late acceptance of shipments	..	..	..	20

*Many growers or shippers gave more than one reason. Percentages do not, therefore, total 100, but indicate the proportion of all growers, shippers, or farm cooperatives who give each opinion.
†Merchandise Traffic Report by Federal Coordinator of Transporation, 1934.

Truck Factory Sales and Wholesale Value

United States and Canada

Year	United States Number	United States Value	Canada Number	Canada Value	U.S. and Canada Combined Number	U.S. and Canada Combined Value
1904	700	$ 1,272,747				
1905	750	1,330,000				
1906	800	1,440,000				
1907	1,000	1,780,000				
1908	1,500	2,550,000				
1909	3,297	5,333,683				
1910	6,000	9,660,000				
1911	10,681	21,000,000				
1912	22,000	43,000,000				
1913	23,500	44,000,000				
1914	24,900	44,219,096				
1915	74,000	125,800,000				
1916	92,130	161,000,000				
1917	128,157	220,982,668				
1918	227,250	434,168,992				
1919	224,731	371,422,820				
1920	321,789	423,249,410				
1921	148,052	166,070,810	5,148	$ 3,843,288	153,200	$169,914,098
1922	269,991	226,049,658	8,169	5,232,405	278,160	231,282,063
1923	409,295	308,537,929	19,226	8,941,011	428,521	317,478,940
1924	416,659	318,580,580	18,043	8,125,916	434,702	326,706,496
1925	530,659	458,400,277	26,397	12,234,486	557,056	470,634,763
1926	516,947	452,123,435	37,840	16,629,334	554,787	468,752,769
1927	464,793	420,130,624	32,633	14,942,017	497,426	435,072,641
1928	543,342	437,132,258	44,206	21,913,122	587,548	459,045,380
1929	771,020	566,029,644	59,318	29,474,395	830,338	595,504,039
1930	571,241	389,436,690	32,035	16,513,225	603,276	405,949,915
1931	416,648	262,417,542	17,487	10,330,763	434,135	272,748,305
1932	235,187	136,193,336	10,095	6,070,667	245,282	142,264,003
1933	346,545	186,069,314	12,003	6,062,195	358,548	192,131,509
1934	575,192	320,143,667	24,205	12,770,318	599,397	332,913,985
1935	694,690	379,407,751	37,315	19,803,771	732,005	399,211,522
1936*	784,587	462,820,474	33,790	19,140,946	818,377	481,961,420
1937*	893,085	542,921,096	54,417	30,389,011	947,502	573,310,107
1938*	488,100	332,155,247	42,325	26,497,038	530,425	358,652,285
1939*	710,496	502,421,776	47,057	28,072,712	757,553	530,494,488
1940*	777,026	593,731,603	113,102	91,191,516	890,128	684,923,119
1941*	1,094,261	1,086,925,650	173,562	163,086,896	1,267,823	1,250,012,546



Foreign assemblies of parts made in U. S. but assembled abroad are included in this table.

A substantial part of the trucks reported comprises chassis only without body; hence, the value of bodies for these chassis is not included.

*Includes Federal excise taxes.

56% of Trucks Owned by Persons with Only One Truck

(SOURCE: Public Roads Administration. Preliminary Tabulation)
Commercial Vehicles and Truck Trailers

State	Vehicles Owned By Owners Possessing More Than One Veh.	Vehicles Owned By Owners Possessing Only One Vehicle	Public Vehicles (Except Fed.)	All Vehicles
Alabama	23,396	40,676	3,872	67,944
Arizona	11,614	11,929	1,026	24,569
Arkansas	25,965	53,745	1,563	81,273
California	178,729	186,296	15,752	380,777
Colorado	17,765	33,617	2,507	53,889
Connecticut	28,177	26,743	2,203	57,123
Delaware	5,534	5,433	328	11,295
Florida	41,709	48,386	4,109	94,204
Georgia	39,381	50,535	3,463	93,379
Idaho	8,873	17,711	1,052	27,636
Illinois	110,517	114,927	6,397	231,841
Indiana	60,990	90,635	4,900	156,525
Iowa	29,695	58,053	3,770	91,518
Kansas	29,233	68,385	2,809	100,427
Kentucky	26,133	47,743	3,235	77,111
Louisiana	41,879	42,844	2,433	87,156
Maine	13,998	29,076	1,183	44,257
Maryland	24,888	26,914	1,119	52,921
Massachusetts	58,841	43,327	5,272	107,440
Michigan	79,142	76,082	8,522	163,746
Minnesota	49,372	81,659	3,609	134,640
Mississippi	21,210	42,221	2,795	68,226
Missouri	54,428	83,589	2,394	140,411
Montana	11,706	31,266	1,966	44,938
Nebraska	20,238	42,020	2,374	64,632
Nevada	3,025	5,347	455	8,827
New Hampshire	9,012	13,509	659	23,180
New Jersey	68,366	65,296	5,350	139,012
New Mexico	8,077	14,799	948	23,824
New York	160,415	155,952	15,645	332,012
North Carolina①	52,100	53,500	5,090	110,690
North Dakota	9,141	27,351	613	37,105
Ohio	111,000	72,500	8,000	191,500
Oklahoma	34,017	62,482	2,783	99,282
Oregon	24,981	39,434	2,674	67,089
Pennsylvania	123,602	113,494	5,758	242,854
Rhode Island	10,076	10,503	876	21,455
South Carolina	22,400	21,200	3,592	47,192
South Dakota	6,856	21,962	903	29,721
Tennessee	21,655	48,532	3,329	73,516
Texas	93,982	196,608	9,160	299,750
Utah	6,815	11,537	797	19,149
Vermont	5,667	10,354	472	16,493
Virginia	28,591	39,248	3,821	71,660
Washington②				(116,148)③
West Virginia	20,629	36,143	2,356	59,128
Wisconsin	42,840	68,332	7,097	118,269
Wyoming	6,381	10,620	720	17,721
District of Columbia	11,066	3,500	660	15,228
TOTAL	1,894,109	2,456,015	170,411	4,520,535

①—Estimated ③—Distribution by ownership not available; not included in total.

Registration of Motor Trucks by States

(Figures from U. S. Public Roads Administration as of December 31st)

State	1936	1937	1938	1939	1940	1941§
Ala.	50,735	56,111	51,916	58,890	62,847	69,500
Ariz.	20,183	22,973	22,998	24,083	25,108	26,900
Ark.	47,838	55,944	53,346	60,373	66,158	77,000
Calif.	*267,451	*295,275	*297,715	*307,982	*319,701	*357,500
Colo.	31,930	55,094	54,914	56,574	58,318	60,000
Conn.	65,067	68,091	70,642	73,571	75,839	79,150
Del.	*10,010	*10,314	*10,519	*11,248	*11,554	*12,600
D of C.	18,397	18,862	14,249	13,718	13,928	14,000
Fla.	63,885	70,308	70,043	73,241	79,790	88,800
Ga.	72,726	78,206	73,156	81,951	87,182	95,800
Idaho	25,852	28,505	28,135	31,512	33,758	36,350
Ill.	*203,098	*214,379	*215,663	*225,592	*219,175	*234,400
Ind.	137,809	140,292	127,670	136,646	136,157	143,500
Iowa	83,849	87,868	89,487	*94,554	*102,712	*110,500
Kans.	*87,113	93,046	97,398	98,616	102,433	113,500
Ky.	51,840	59,341	63,676	69,285	75,891	81,250
La.	73,628	77,833	77,445	76,903	81,793	83,350
Me.	40,948	43,171	42,663	43,262	†43,914	50,700
Md.	54,398	54,482	55,451	59,688	59,422	65,200
Mass.	102,630	104,035	104,466	106,280	108,642	111,700
Mich.	*138,984	*145,446	*138,941	145,503	150,875	151,950
Minn.	114,448	118,161	115,970	118,577	124,463	131,100
Miss.	43,359	53,072	51,486	57,097	60,927	74,250
Mo.	127,971	134,001	133,661	141,609	150,026	161,250
Mont.	*39,311	*39,163	*41,138	*44,480	*47,964	*51,300
Nebr.	60,595	61,893	65,055	63,026	64,489	66,000
Nev.	7,680	8,092	7,525	7,990	8,735	9,550
N. H.	*24,875	*25,956	*26,744	28,658	30,062	31,500
N. J.	129,940	132,702	131,950	133,686	137,126	141,650
N. M.	22,823	27,273	26,945	28,488	29,261	31,100
N. Y.	319,192	328,008	324,655	331,282	335,761	343,800
N. C.	69,738	75,453	76,101	86,949	87,457	97,250
N. D.	29,650	32,084	33,061	33,978	36,384	40,800
Ohio	*172,273	*180,484	*183,694	*184,223	*190,654	*198,700
Okla.	90,638	98,675	94,215	98,172	104,828	110,450
Ore.	54,599	†60,659	†59,829	62,749	67,756	†75,550
Pa.	235,834	246,024	245,573	251,421	262,755	274,500
R. I.	18,723	19,003	19,254	19,699	20,717	21,550
S. C.	35,167	45,404	41,328	43,727	46,406	53,250
S. D.	28,216	28,795	28,494	30,386	32,298	35,100
Tenn.	†51,387	†58,736	†61,040	67,053	70,667	†81,150
Texas	285,977	314,766	316,919	335,641	350,440	369,850
Utah	19,397	21,121	19,966	21,215	22,234	24,200
Vt.	8,845	9,352	‡9,042	‡9,576	‡9,628	‡10,100
Va.	65,182	69,005	67,566	69,918	76,247	86,650
Wash.	79,538	84,577	83,200	85,494	88,234	94,600
W. Va.	43,483	44,675	45,054	48,289	51,520	55,250
Wisc.	144,653	141,208	136,484	142,907	149,251	157,400
Wyo.	15,474	17,378	17,589	17,930	18,899	20,000
Totals	3,987,339	4,255,296	4,224,031	4,413,692	4,590,386	4,911,500

*Includes buses; other States include buses with passenger cars.
†Includes freight trailers.
‡Trucks under 1500 lb. capacity included with passenger cars.
§Preliminary

Truck Registration by Size of Community

State	Farms and Unincorp. Areas No.	Incorporated Places Having a Population of: 2,500 or Less No.	2,501 to 5,000 No.	5,001 to 10,000 No.	10,001 to 25,000 No.	25,001 to 50,000 No.	50,001 to 100,000 No.	More Than 100,000 No.	All Places No.
Ala.	30,919	6,108	3,624	3,217	4,206	2,877	4,607	7,289	62,847
Ariz.	12,582	1,358	1,312	3,099	.....	1,283	5,474	.....	25,108
Ark.	34,977	10,003	5,592	4,462	6,415	1,332	3,377	.....	66,158
Calif.	74,540	19,714	19,064	29,044	28,459	21,441	22,716	104,723	319,701
Colo.	21,288	9,533	3,928	3,492	4,096	1,972	1,963	12,046	58,318
Conn.	34,427	759	630	998	7,457	11,756	4,003	15,809	75,839
Del.	4,852	1,492	908	219	.....	.....	.....	4,083	11,554
Fla.	23,992	5,932	5,750	4,752	7,599	6,685	3,089	21,991	79,790
Ga.	38,634	10,799	4,760	4,652	7,514	1,036	8,115	11,672	87,182
Idaho	19,478	5,373	3,349	1,109	3,464	985	.....	.....	33,758
Ill.	50,679	31,165	11,040	13,799	15,415	15,670	13,521	67,886	219,175
Ind.	53,210	18,272	5,390	9,356	9,002	9,948	8,271	22,708	136,157
Iowa	22,355	30,540	9,591	7,861	7,136	7,936	10,436	6,857	102,712
Kans.	43,744	20,161	6,635	5,257	9,931	2,070	3,619	11,016	102,433
Ky.	42,806	6,623	3,390	3,815	2,811	6,596	1,331	8,519	75,891
La.	41,212	6,792	4,336	5,810	3,506	3,503	3,734	12,840	81,793
Me.	.....	19,038	6,360	6,216	6,047	2,867	3,386		43,914
Md.	26,893	4,585	1,834	879	2,423	2,166	.....	20,642	59,422
Mass.	.....	9,079	8,235	12,189	21,409	15,187	13,141	29,312	108,642
Mich.	29,614	20,875	7,829	9,679	12,282	11,514	10,033	49,049	150,875
Minn.	50,365	24,741	5,647	8,674	7,388	1,140	.....	26,508	124,463
Miss.	37,544	6,887	3,415	2,895	6,665	1,280	2,241	.....	60,927
Mo.	42,905	23,000	8,841	8,461	11,389	3,319	5,517	46,594	150,026
Mont.	32,247	4,200	1,637	2,236	4,271	3,373	.....	.....	47,964
Nebr.	27,148	15,198	3,668	2,974	4,449	.....	3,403	7,649	64,489
Nev.	3,692	1,415	589	1,250	1,789	.....	.....	.....	8,735
N. H.	.....	14,339	3,681	2,005	5,019	2,438	2,580	.....	30,062
N. J.	25,537	7,807	5,859	9,892	15,656	17,519	15,572	39,284	137,126
N. M.	12,035	2,872	1,982	4,412	4,749	3,211	.....	.....	29,261
N. Y.	68,183	13,038	8,673	7,325	18,400	9,868	13,423	196,851	335,761
N. C.	31,211	15,789	5,555	6,086	10,134	5,860	9,142	3,680	87,457
N. D.	20,017	8,437	416	2,481	3,320	1,713	.....	.....	36,384
Ohio	53,457	17,715	7,745	12,102	13,735	11,920	4,307	69,673	190,654
Okla.	43,906	14,497	5,599	7,693	13,028	3,171	.....	16,934	104,828
Ore.	34,401	10,854	4,103	3,238	3,730	1,459	.....	9,971	67,786
Pa.	79,126	19,194	14,874	19,164	27,374	10,265	22,903	69,855	262,755
R. I.	.....	584	1,606	1,884	2,602	6,189	1,737	6,115	20,717
S. C.	19,925	5,839	3,989	3,973	4,194	3,265	5,221	.....	46,406
S. D.	13,534	8,827	1,921	2,261	3,791	1,964	.....	.....	32,298
Tenn.	30,897	5,994	5,099	4,552	3,819	672	.....	19,634	70,667
Texas	132,457	33,543	26,665	28,085	28,222	16,649	25,261	59,558	350,440
Utah	5,138	5,337	2,485	1,105	1,385	1,533	.....	5,251	22,234
Vt.	5,390	1,477	334	1,092	671	664	.....	.....	9,628
Va.	54,230	2,677	1,600	2,511	2,033	3,797	3,371	6,028	76,247
Wash.	46,426	10,532	4,332	1,921	4,542	3,123	.....	17,358	88,234
W. Va.	22,417	5,497	2,344	3,555	4,411	2,725	10,571	.....	51,520
Wisc.	58,924	30,706	10,162	6,631	8,269	15,004	4,049	15,506	149,251
Wyo.	9,363	3,769	1,042	782	3,943	.....	.....	.....	18,899
D. C.	.....	.....	.....	.....	.....	.....	.....	13,928	13,928
Total	1,366,677	552,956	257,510	289,145	378,210	258,945	250,114	1,036,819	4,590,386

23% of Trucks Are in Cities Above 100,000 Population

(Source: The Reuben H. Donnelley Corporation as of July 1, 1941)

Akron, Ohio	7,343	Minneapolis, Minn.	15,134
Albany, N. Y.	5,635	Nashville, Tenn.	5,877
Atlanta, Ga.	12,873	Newark, N. J.	21,139
Baltimore, Md.	22,065	New Bedford, Mass.	2,621
Birmingham, Ala.	8,224	New Haven, Conn.	6,970
Boston, Mass.	19,706	New Orleans, La.	12,206
Bridgeport, Conn.	5,109	New York, N. Y.	120,622
Buffalo, N. Y.	15,481	Norfolk, Va.	4,657
Cambridge, Mass.	4,718	Oakland, Cal.	10,749
Camden, N. J.	3,328	Oklahoma City, Okla.	9,975
Canton, Ohio	3,889	Omaha, Nebr.	7,614
Charlotte, N. C.	5,167	Paterson, N. J.	5,630
Chattanooga, Tenn.	3,886	Peoria, Ill.	3,866
Chicago, Ill.	68,172	Philadelphia, Pa.	40,769
Cincinnati, Ohio	13,327	Pittsburgh, Pa.	18,870
Cleveland, Ohio	24,538	Portland, Ore.	13,337
Columbus, Ohio	13,242	Providence, R. I.	9,013
Dallas, Texas	13,832	Reading, Pa.	3,662
Dayton, Ohio	6,788	Richmond, Va.	9,732
Denver, Colo.	12,053	Rochester, N. Y.	9,618
Des Moines, Iowa	6,109	Sacramento, Cal.	9,140
Detroit, Mich.	42,066	Salt Lake City, Utah	6,008
Duluth, Minn.	3,267	San Antonio, Texas	11,333
Elizabeth, N. J.	2,976	San Diego, Cal.	7,672
Erie, Pa.	3,452	San Francisco, Cal.	26,092
Fall River, Mass.	2,429	Scranton, Pa.	3,905
Flint, Mich.	3,868	Seattle, Wash.	14,469
Fort Wayne, Ind.	5,077	Somerville, Mass.	2,771
Fort Worth, Tex.	7,465	South Bend, Ind.	4,086
Gary, Ind.	2,685	Spokane, Wash.	5,963
Grand Rapids, Mich.	7,378	Springfield, Mass.	4,863
Hartford, Conn.	6,422	St. Louis, Mo.	27,227
Houston, Texas	15,622	St. Paul, Minn.	9,523
Indianapolis, Ind.	19,709	Syracuse, N. Y.	6,557
Jacksonville, Fla.	7,577	Tacoma, Wash.	5,103
Jersey City, N. J.	6,554	Tampa, Fla.	5,895
Kansas City, Kans.	4,382	Toledo, Ohio	8,443
Kansas City, Mo.	12,495	Trenton, N. J.	6,154
Knoxville, Tenn.	4,118	Tulsa, Okla.	7,849
Long Beach, Cal.	5,620	Utica, N. Y.	3,039
Los Angeles, Cal.	62,274	Washington, D. C.	16,336
Louisville, Ky.	10,002	Wichita, Kans.	6,367
Lowell, Mass.	2,376	Wilmington, Del.	4,118
Memphis, Tenn.	7,112	Worcester, Mass.	4,936
Miami, Fla.	9,037	Yonkers, N. Y.	2,571
Milwaukee, Wisc.	15,998	Youngstown, Ohio	4,397
		Total	1,092,324

Large Fleets Owned by Private Shippers

	No. of Trucks	Trac-tors	Trail-ers	Cars
Bell Tel. Co's	18,200	...	...	4,800
Standard Oil Co., N. J.	12,000	...	...	4,000
Nat'l D'ry Products Corp.	8,808	174	422	950
The Borden Company	7,535	800	...	820
Standard Oil Co., Ind.	6,401	41	72	1,836
Continental Baking Co.	4,389	56	58	281
Socony-Vacuum Oil Co.	3,997	...	...	1,683
General Baking Co.	3,693	57	59	87
Amer. News Pub. Assoc.	3,163	...	...	...
Hertz Drivurself St'ns	2,915	...	...	537
Quality Bakers of Amer.	2,500	50	...	100
Armour & Co.	2,369	130	156	3,799
Ward Baking Co.	2,352	3	5	38
Standard Brands, Inc.	2,326	...	...	452
Middle West Service Co.	1,945	...	313	1,074
Cities Service Oil Co.	1,634	124	327	679
Sheffield Farms Co.	1,643	77	146	210
Pac Gas & Elect Co.	1,685	3	4	1,078
Metr'p. Distributors, Inc.	1,645	...	...	14
Jewel Tea Co.	1,625	...	...	90
Comm. & South. Corp.	1,636	...	...	2,956
National Biscuit Co.	1,600	10	...	...
Kraft Cheese Co.	1,490	12	12	315
Shell Oil Co., Inc.	1,336	60	...	1,645
The Texas Co.	1,391	...	2	1,668
Standard Oil Co., Calif.	1,305	25	25	985
The Pure Oil Co.	1,000	200	...	1,500
Lever Bros. Co.	1,148	...	...	78
Gen'l Ice Cream Co.	1,132	4	6	190
The Atlantic Ref'ng Co.	1,024	70	71	562
Shell Oil Co. (Pac. Coast)	1,003	60	60	963
Bowman Dairy Co.	1,032	19	72	79
Atlantic Company	1,050	...	1	150
Firestone Tr. & Rub. Co.	1,029	10	66	1,153
Interstate Bakeries Corp.	1,018	10	...	2
Gulf Oil Corp.	989	33	51	1,387
The Grand Union Co.	1,000	...	...	75
Union Oil Co., Calif.	950	32	120	121
Consol. Edison Sys. Co.	935	...	...	366
Phillips Petroleum Co.	899	34	34	640
Am. Gas. & E. Ser. Corp.	916	9	...	999
Hathaway Bakeries, Inc.	900	6	6	7
Safeway Stores, Inc.	562	322	438	...
Arden Farms Co.	875	...	...	...
Omar, Inc.	862	...	5	40
Sinclair Refining Co.	819	26	30	212
Gordon Baking Co.	711	49	47	10
General Mills	693	...	...	527
Freihofer Baking Co.	676	5	...	11
Keeshin Fgt. Lines Inc.	233	460	911	26
So. Calif. Edison Co., Ltd.	641	34	223	481
The Ohio Oil Co.	600	...	164	470
Fairmont Creamery Co.	589	78	81	174
Holland Furnace Co.	650	2	2	2,500
American Bakeries Co.	630	12	12	16
Kroger Groc. & Bkg. Co.	125	500	800	75
Ark. Whsle. Groc. Assoc.	564	86	...	835
Loose-Wiles Biscuit Co.	610	6	14	4
The Cudahy Packing Co.	600	10	14	300
Imperial Oil, Ltd.	493	98	97	13
The Coca Cola Bott. Co.	582	...	...	15
Drym'n'sLg., Coop. Assn	542	20	29	225
Humble Oil & Ref'g Co.	401	159	...	724
B. F. Goodrich & Co.	533	16	35	20
Goodyear Tr. & Rub. Co.	528	9	58	969

	No. of Trucks	Trac-tors	Trail-ers	Cars
Consol. Laundr's Corp.	525	4	4	17
Phila. Electric Co.	528	...	...	329
American Ice Co.	520	8	...	2
Sun Oil Co.	524	...	220	1,316
Langendorf Un. Bak.	486	12	11	16
Telling Belle Vernon Co.	483	10	11	11
Brink's, Inc.	490	...	...	27
Standard Oil Co., Ohio	341	143	178	352
R. H. Macy & Co.	448	5	10	10
Columbia Baking Co.	446	2	4	6
Gen'l Petrol. Corp., Calif.	413	25	85	295
American Stores Co.	418	12	16	...
Horton Mt'r Lines, Inc.	121	300	300	20
Fed. Water Serv. Corp.	420	...	...	385
Creameries of Amer.	416	2	6	9
West. Maryland Dairy	380	20	20	25
Helms Bakeries	397	2	6	6
U. S. Tobacco Co.	398	1	3	65
Drake Bakeries, Inc.	391	...	...	15
Fischer Baking Co.	373	3	3	10
Western Union Tel. Co.	372	...	...	135
Wagner Baking Co.	385	7	7	14
Consol. Motor Lines	92	275	345	1
Borden's Fm. Prod., Mich.	350	15	70	5
Sears Roebuck & Co.	326	39	76	35
City Bkg. Co. & Sub.	354	5	6	15
N. Y. Pwr. & Lgt. Corp.	356	2	90	143
Crane Company	352	5	10	873
St. Louis Dairy Co.	349	7	14	6
P. Ballantine & Sons	324	8	9	214
Petrol. Heat & Pwr. Co.	293	29	29	...
F. & M. Schaefer Brg. Co.	309	12	23	40
Postal Tel. Cable Co.	311	...	199	261
Roadway Express, Inc.	114	194	197	19
Jacob Ruppert Corp.	280	24	24	6
Burns Bros.	302	...	...	18
Commercial Motor Frgt.	140	159	280	13
Standard Oil Co., Pa.	246	52	52	111
Pacif. Fr't & Prod. Co.	295	...	29	42
Wesson Oil Co.	248	35	35	755
Hoffman Beverage Co.	272	11	24	175
Carolina Pwr. & Lgt. Co.	275	2	84	68
L. Bamberger & Co.	267	4	10	5
Geo. A. Hormel & Co.	245	18	18	585
Atlanta Laund., Inc.	255	6	...	10
Continental Oil Co.	247	11	83	510
Spaulding Bakeries	249	8	8	9
Interstate Disp., Inc.	182	72	110	31
Richfield Oil Corp.	229	25	37	130
American Can Co.	100	150	300	450
Marshall Field & Co.	242	8	30	15
Davis Stand. Bread Co.	243	...	...	15
City Ice & Fuel, Clev.	225	16	18	12
Liquid Carbonic Corp.	222	16	18	15
Donaldson Baking Co.	237	...	...	...
Motor Haulage Co.	161	70	118	4
National Refining Co.	185	41	49	12
Deep Rock Oil Corp.	200	25	25	20
Jacob Laub Baking Co.	224	...	...	10
S. W. Mgmnt. Co., Inc.	217	...	3	50
Skelly Oil Co.	198	14	70	99
Dortch Baking Co.	200	6	6	9
Gilmore Oil Co.	200	6	6	192
Diamond Match Co.	171	33	...	45
Nat. Grain Yeast Corp.	200	...	...	300

The shippers listed above operate 148,863 trucks, 5,930 tractors, 8,434 trailers and 54,369 cars. It is not a complete list of all fleets with more than 200 vehicles. Survey as of June, 1940 by Automobile Manufacturers Association

24,271 Fleets Operate 958,492 Trucks

(SOURCE: Commercial Car Journal, figures as of March, 1941)

	Fleets of 8 or More Trucks	
	Fleets	Trucks
Bakeries, Candies, Florists	1,485	62,342
Bottlers, Breweries	930	24,046
Coal Dealers, Mineral Mines	1,041	18,297
Contractors, Builders	2,457	50,775
Dairy Products, Milk, Ice Cream	1,485	62,553
Department Stores, Furniture	417	11,020
Flour, Feed, Grains	140	3,433
Government, State, County, Municipal	2,060	239,902
Ice Dealers, Manufacturers	575	15,011
Laundries, Cleaners, Dyers	1,556	34,766
Manufacturers, Steel Mills	837	15,624
Meats, Fish	670	17,489
Motor Freight, Local, Inter- and Intra-State	5,301	176,313
Newspapers, Publishers	137	4,988
Paints, Chemicals, Drugs	170	3,723
Petroleum Products	1,224	75,045
Public Utilities, Railroads	1,210	79,545
Farmers, Vegetables, Chain Stores	1,517	39,769
Miscellaneous	1,059	23,851
Totals	24,271	958,492

88% of Truck Owners Operate 1 Truck Based on Reports from 11 States[1]

(Source: Public Roads Administration)

No. of Vehicles Owned	Percent of Owners	Percent of Vehicles
1	87.8	63.7
2	7.3	10.7
3	2.0	4.3
4	.9	2.6
5	.5	1.9
6	.3	1.4
7	.2	1.1
8 or more	1.0	14.3

[1] Colo., Del., Idaho, Ia., Kan., Mo., Nebr., Nev., N. M., S. D., and Utah

40,800 Civilian Truck Trailers Produced in 1941[1]

(Source: Truck-Trailer Manufacturers Association)

	Trailers		Trailers
Chassis, Platform, Semi-	8,913	Dump, Tank, Tank-Truck	3,131
Bottlers, Grain, Livestock, Open Top, Rack, Stake Body, Truck Body, Van (open)	4,930	Low Bed or Machinery	613
Reefers, Van Body, Special Van (closed)	13,872	Four-wheel	479
Pipe, Pole, Logging Lumber	4,133	Not Classified (Estimated)	4,800
		Total	40,871

[1]101 Manufacturers.

Classification of Trailers According to Type

(Source: U. S. Public Roads Administration, Dec. 31, 1940)

Commercial Trailer Registrations

	Car, Camp Trailers, Etc.	Full Trailers	Semi-Trailers	Trailers and Semi-Trailers	Total Truck Trailers	Unsegregated	Grand Total
Alabama	—	—	5,263	—	5,263	—	5,263
Arizona	2,849	—	—	2,151	2,151	—	5,000
Connecticut	5,146	678	869	—	1,547	—	6,693
Florida	13,679	—	—	6,681	6,681	—	20,360
Georgia	9,107	—	—	5,819	5,819	—	14,926
Idaho	21,777	—	—	357	357	—	22,134
Indiana	3,370	—	6,965	—	6,965	64,670	75,005
Iowa	57,588	1,936	2,081	—	4,017	34,497	96,102
Maine	9,891	—	—	1,099	1,099	—	10,990
Michigan	10,511	—	—	—	—	150,251	160,762
Minnesota	83,104	—	—	7,064	7,064	—	90,168
Nebraska	43,499	—	—	1,508	1,508	—	45,007
Nevada	1,330	134	48	—	182	—	1,512
New Hampshire	—	169	—	—	169	5,927	6,096
North Dakota	865	—	297	—	297	—	1,162
Oklahoma	950	—	—	6,639	6,639	—	7,589
South Carolina	—	—	—	5,799	5,799	—	5,799
Virginia	6,079	—	—	—	—	6,551	12,630
Washington	20,463	—	—	3,396	3,396	—	23,859
West Virginia	3,192	—	—	523	523	—	3,715
Totals	293,400	2,917	15,523	41,036	59,476	261,896	614,772

Note—Data exclude publicly owned trailers. Segregation of trailers according to type not available in other states.

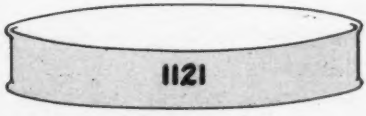
Trucks Use 21% of Gasoline Consumed in U. S.

	Number of Gallons (000)	% of State Consumption		Number of Gallons (000)	% of State Consumption
Ala.	92,657	31.0	N. H.	26,324	26.8
Ariz.	27,779	24.3	N. J.	174,593	18.4
Ark.	77,793	37.7	N. M.	31,958	30.2
Calif.	385,575	19.5	N. Y.	365,125	18.6
Colo.	50,097	22.4	N. C.	126,928	24.2
Conn.	91,201	22.3	N. D.	26,241	28.7
Del.	14,950	23.3	Ohio	257,914	17.6
Fla.	106,074	23.8	Okla.	73,807	18.1
Ga.	102,218	24.1	Ore.	55,968	20.8
Idaho	34,134	32.1	Penn.	312,288	19.0
Ill.	300,235	19.2	R. I.	24,661	17.0
Ind.	166,011	22.6	S. C.	65,537	24.9
Iowa	128,455	24.5	S. D.	26,696	22.0
Kans.	93,704	25.1	Tenn.	94,123	26.7
Ky.	88,844	27.0	Texas	363,944	27.0
La.	73,039	25.0	Utah	27,826	25.0
Me.	53,688	32.7	Vt.	14,950	20.4
Md.	74,946	22.2	Va.	124,177	26.1
Mass.	152,111	19.6	Wash.	74,699	18.7
Mich.	225,595	18.4	W. Va.	51,516	21.4
Minn.	117,597	21.7	Wisc.	105,613	18.4
Miss.	69,719	29.9	Wyo.	19,604	27.8
Mo.	155,776	21.4	D. C.	31,539	16.6
Mont.	36,465	30.5			
Nebr.	60,727	26.9			
Nev.	8,839	20.0	U. S. Total	5,264,260	21.6

SOURCE: Computed from data compiled by the U. S. Public Roads Administration: (a) Table on "Approximate Percentage Distribution of Motor Fuel Consumption by Motor Vehicles in Each State," which was derived from the road use studies of the State Highway Planning Surveys; (b) Table G. 20, 1941—"Estimated Motor-Fuel Usage in Calendar Year 1941."

Average Truck-For-Hire Uses 8,857① Gallons of Gasoline per Year

While the Average for All Trucks is 1,121② Gallons



①I. C. C. reports of 535 Class I carriers, 1939 ②Highway Planning Survey of Public Roads Administration

20 Large Cities Receive All Milk By Truck

Akron	Grand Rapids	Minneapolis	Sacramento
Atlanta	Hartford	Oakland	San Diego
Cincinnati	Kansas City	Omaha	Spokane
Dayton	Louisville	St. Louis	Toledo
Detroit	Los Angeles	St. Paul	Washington

Baltimore, Milwaukee, Pittsburgh, and San Francisco receive more than 96% of their milk by truck.

Motor Trucks Serve Coal Mines

25 Million Tons of Coal Shipped from Mines By Truck

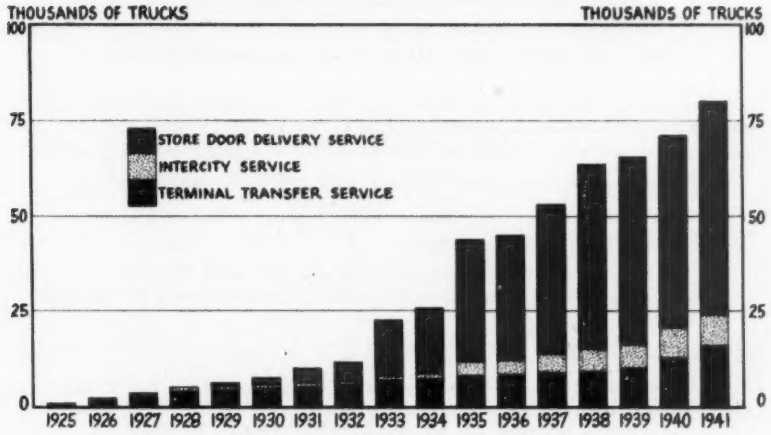
(Net Tons Bituminous Coal Shipped From Mines, 1938)

	Total Production	Truck Shipments	Per Cent Trucked
Alabama	11,061,493	539,048	4.9
Alaska	154,682	—	—
Arkansas	1,197,047	20,678	1.7
Colorado	5,663,144	1,468,725	25.9
Illinois	41,912,085	6,281,452	15.0
Indiana	14,758,484	1,813,808	12.3
Iowa	3,103,187	1,412,311	45.5
Kansas	2,654,141	246,435	9.3
Kentucky	38,545,218	1,039,787	2.7
Maryland	1,281,413	214,817	16.8
Michigan	494,481	292,572	59.2
Missouri	3,436,118	888,002	25.8
Montana	2,732,050	191,291	7.0
New Mexico	1,239,037	87,099	7.0
North Dakota	2,050,099	416,904	20.3
Ohio	18,590,618	3,311,408	17.8
Oklahoma	1,244,732	103,575	8.3
Pennsylvania	77,704,537	4,768,568	6.1
South Dakota	48,058	20,570	42.8
Tennessee	4,472,403	320,884	7.2
Texas	878,685	28,892	3.3
Utah	2,946,951	314,075	10.7
Virginia	12,283,036	220,247	1.8
Washington	1,566,973	383,249	24.5
West Virginia	93,288,172	985,303	1.1
Wyoming	5,203,877	214,001	4.1
Other States*	34,043	8,357	24.5
Total	348,544,764	25,592,058	7.3

*Arizona, Georgia, Idaho, and Oregon

Source: Bureau of Mines, U. S. Department of Interior.

Railroads Use 94,000 Trucks



Year	Terminal Transfer Service	Intercity Service	Store Door Delivery Service	Total No. in Service	Per Cent Increase Yearly
1925	800	100	0	900	....
1926	1,450	150	0	1,600	78
1927	2,900	400	0	3,300	106
1928	4,350	550	0	4,900	48
1929	4,500	750	650	5,900	20
1930	4,750	850	1,400	7,000	19
1931	5,000	950	4,050	10,000	43
1932	5,500	1,000	5,500	12,000	20
1933	6,750	1,150	15,100	23,000	92
1934	7,175	1,275	16,857	25,307	10
1935	8,100	3,402	32,465	43,967	73
1936	8,304	3,745	33,022	45,071	3
1937	8,419	5,102	39,641	53,162	18
1938	9,111	5,890	48,780	63,781	20
1939	10,314	6,400	48,804	65,518	3
1940	12,891	8,111	50,704	71,706	9
1941*	15,300	8,400	56,300	80,000†	13

*Preliminary.

†Including Railway Express Agency (14,776 in 1941) total rail use of trucks is 94,776.

(Figures from Simmons-Boardman Publishing Co.)

Government Study of Motor Truck Performance

Survey shows most practical solution of traffic congestion caused by slow-moving vehicles on hills is wider road surfaces at congested points.

A research project, begun in 1938 and recently completed by the United States Public Roads Administration, designed to find solutions to the problem of traffic congestion that results from slow-moving vehicles on grades, was divided into three parts:

(a) "A study of the performance of new motor trucks in the best of condition;

(b) A study of the performance of used motor trucks in various stages of wear and having traveled various mileages;

(c) and a study of the hill-climbing ability and the driver behavior of a large number of motor trucks and passenger cars as they operate in every day traffic."

Conclusion—

The exhaustive investigation indicates that "for motor trucks even to approach reasonable speeds on grades:

1. Grades must be reduced to 3 per cent or less, or

2. Engine power must be more than doubled, or

3. Gross vehicle weights must be reduced excessively, or

4. Some combination of the three must be used that will still be costly to all interests involved and practically impossible of immediate application. Before a final conclusion can be reached, the reasonable minimum speed must be determined and the relative economics of the three basic methods and of their combinations must be determined. The results do show plainly that it will not be possible to find a comprehensive solution. **It appears that the immediate solution is the localized one—the provision of wider surfaces at the points of most serious congestion.** This does not mean, however, that emphasis should be removed from the other methods as a means of gradually improving the performance of motor trucks.

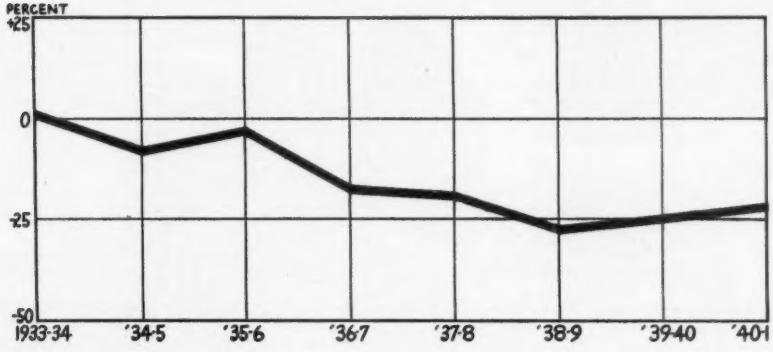
"On the average, there is a 30 per cent variation between the possible performance and the actual performance of vehicles in service. Since not over 10 per cent of this variation should be due to lack of maintenance, there remains a 20 per cent variation that must be charged to improper operation of the vehicle. In some cases the speed could have been doubled if the gears had been shifted at the proper engine speed. A considerable improvement in performance could be realized merely by instructing the drivers as to the proper speeds at which to shift gears.

"The performance of a motor vehicle may be computed by using the unit tractive resistances and efficiencies developed by this study, with a degree of accuracy not heretofore possible. Further research is necessary to determine the tractive resistance for higher speeds, for motor trucks with other types of bodies, and for various types of road surface."

(NOTE: Complete report appears in May, 1942 issue "Public Roads" published by Public Roads Administration.)

Trend of Truck Accident Rate Down

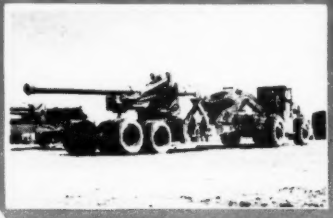
(Source: National Safety Council)

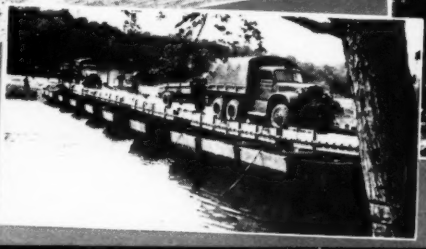


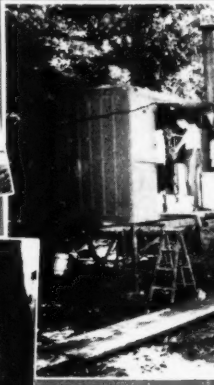
July 1, 1940—June 30, 1941

	No. of Fleets	No. of Vehicles	No. of Vehicle Miles (000)	Accident Rate (No. per 10,000 mi.)
ALL FLEETS	2,011	110,835	1,986,639	2.45
ALL TRUCKS	1,542	76,132	1,136,654	2.64
For-Hire Inter-City Trucking	92	3,846	181,422	1.80
Private Inter-City Trucking	47	2,524	49,103	.77
For-Hire City Trucking	84	2,938	30,974	5.85
Private City Trucking	130	3,569	39,214	1.78
Bakeries	221	9,129	155,416	2.70
Beverages & Ice Cream	76	2,682	38,089	2.65
Coal & Ice	64	1,671	19,406	2.45
Dairies	141	9,819	117,399	3.05
Laundries	93	2,199	27,287	3.65
Newspapers	20	972	19,961	3.82
Petroleum	169	10,976	168,531	2.34
Public Utilities	204	19,950	207,849	2.82
Retail Stores	92	3,871	48,268	4.57
Wholesale	109	1,986	33,735	2.58
ALL BUSES & TAXICABS	115	6,621	395,206	3.05
Inter-City	53	3,313	262,246	1.53
City Buses	47	2,831	111,257	6.50
Taxicabs	15	477	21,703	3.72
ALL PASSENGER CARS	354	28,082	454,779	1.44
Eastern Area	207	17,342	270,847	1.64
Western Area	147	10,740	183,832	1.15

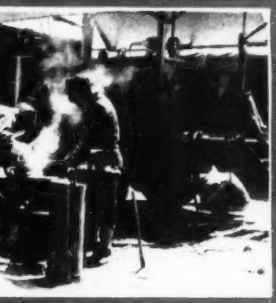
★ Motor Truck Industry Builds Un

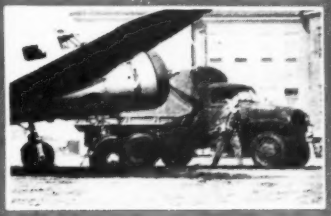


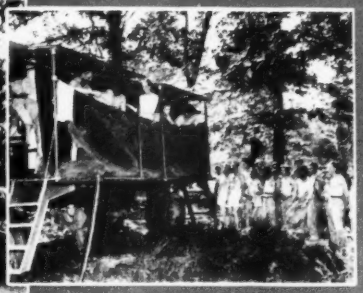


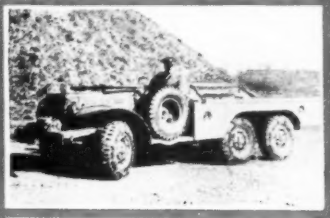


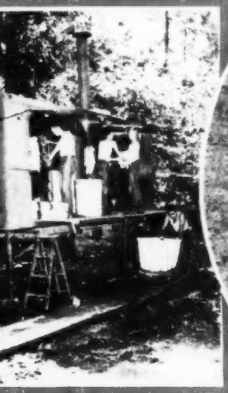
United Nations' Military Vehicles

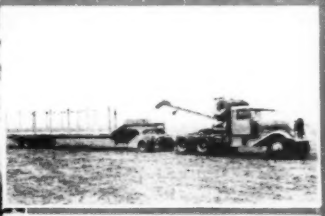












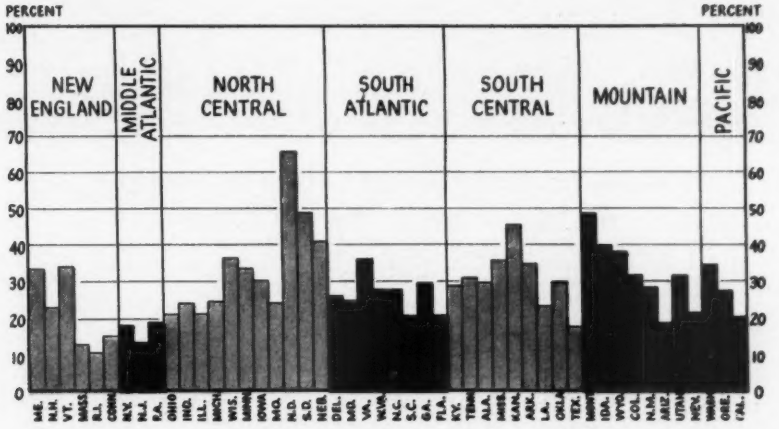
One Fourth of All Mot

State	Total Trucks in Use*	Trucks On Farms†	Farm Trucks Per Cent of Total	No. of Tractors On Farms
Alabama	51,203	15,257	29.8	7,638
Arizona	22,502	4,284	19.0	4,129
Arkansas	56,076	19,674	35.1	12,564
California	284,831	58,015	20.4	55,191
Colorado	52,481	16,850	32.1	21,423
Connecticut	69,599	11,001	15.8	5,349
Delaware	9,782	2,567	26.2	2,661
Florida	68,227	14,360	21.0	7,703
Georgia	72,972	21,693	29.7	9,327
Idaho	30,300	12,002	39.6	11,103
Illinois	191,110	42,515	22.2	126,069
Indiana	120,884	29,732	24.6	73,221
Iowa	86,857	26,352	30.3	128,516
Kansas	93,605	42,617	45.5	95,139
Kentucky	66,426	19,100	28.8	11,927
Louisiana	73,008	17,005	23.3	9,476
Maine	39,087	13,118	33.6	8,093
Maryland	52,145	13,058	25.0	10,335
Massachusetts	95,429	12,465	13.1	7,335
Michigan	131,116	33,095	25.2	66,524
Minnesota	113,154	38,617	34.1	105,075
Mississippi	51,476	18,565	36.1	10,577
Missouri	132,410	31,771	24.0	45,155
Montana	43,181	21,037	48.7	22,587
Nebraska	58,791	24,090	41.0	70,761
Nevada	7,686	1,683	21.9	681
New Hampshire	27,148	6,469	23.8	3,129
New Jersey	123,752	17,106	13.8	12,920
New Mexico	25,348	7,117	28.1	5,832
New York	302,887	55,285	18.3	58,906
North Carolina	73,526	20,621	28.0	12,756
North Dakota	32,862	21,518	65.5	49,361
Ohio	158,330	35,169	22.2	89,999
Oklahoma	94,219	28,402	30.1	45,369
Oregon	61,192	16,825	27.5	17,077
Pennsylvania	230,033	44,323	19.3	54,842
Rhode Island	18,212	1,982	10.9	1,008
South Carolina	39,417	8,242	20.9	4,791
South Dakota	29,220	14,269	48.8	44,154
Tennessee	60,333	18,908	31.3	11,817
Texas	315,502	56,707	18.1	98,923
Utah	19,432	6,238	32.1	3,041
Vermont	18,036	6,172	34.2	3,566
Virginia	64,336	23,272	36.2	11,951
Washington	79,659	28,228	35.4	18,019
West Virginia	44,340	12,445	28.1	3,656
Wisconsin	137,222	50,883	37.1	81,195
Wyoming	16,688	6,341	38.0	6,534
Dist. of Columbia	11,606	39		25
Total	4,057,638	1,047,084	25.8	1,567,430

*Number of Trucks in use April 1, 1940 Estimated from Total Registrations compiled by U. S. Public Roads Administration and New Truck Registrations compiled by R. L. Polk & Co.

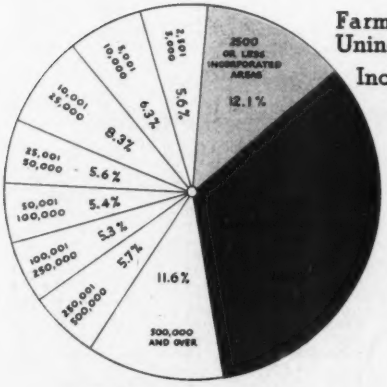
†Motor Trucks on Farms April 1, 1940, U. S. Census of Agriculture.

ot or Trucks Are on Farms



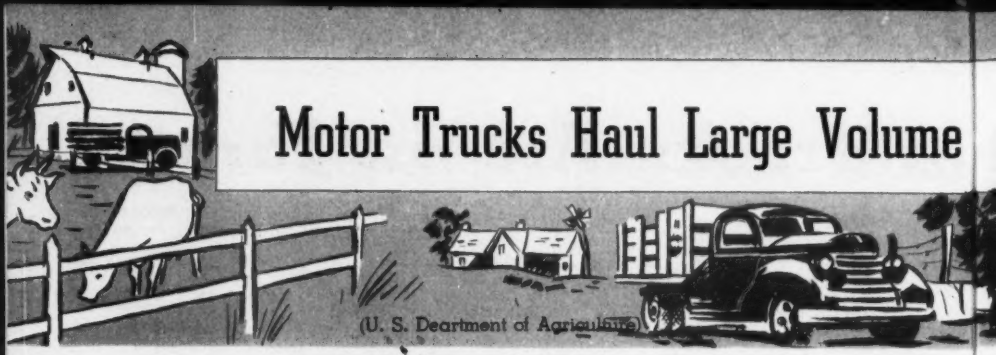
Per Cent of All Trucks on Farms, by States

46% of Trucks are in Small Towns and on Farms



Per Cent of Trucks in Use by Size of Cities

Population Groups	Number Trucks Registered	Per Cent Trucks Registered
Farms and Unincorp. Areas	1,566,677	34.1
Incorp. Areas:		
Below 2,500	552,966	12.1
2.5— 5 M	257,510	5.6
5— 10 M	289,145	6.3
10— 25 M	378,210	8.3
25— 50 M	258,945	5.6
50—100 M	250,114	5.4
100—250 M	243,258	5.3
250—500 M	259,439	5.7
Over 500 M	534,122	11.6
TOTAL	4,590,386	100.0



Motor Trucks Haul Large Volume

Drive-Ins and Per Cent of Total Receipts All Important Public Stockyards①

Year	Drive Ins (000)	Total Receipts (000)	Per Cent Trucked	Drive-Ins (000)	Total Receipts (000)	Per Cent Trucked
	Cattle			**Sheep and Lambs**		
1935	7,645	14,986	51.0	6,619	25,567	25.9
1936	8,615	15,711	54.8	6,486	24,652	26.3
1937	8,002	15,135	52.9	6,640	24,979	26.6
1938	8,245	14,076	58.6	7,024	25,598	27.4
1939	8,587	13,896	61.8	6,939	23,817	29.1
1940	9,241	14,077	65.6	7,247	22,754	31.8
1941	10,493	15,228	68.9	7,820	22,817	34.3
	Calves			**Horses and Mules**		
1935	3,621	6,618	54.7	170	537	31.7
1936	3,953	6,870	57.5	183	511	35.8
1937	4,194	7,286	57.6	169	443	38.2
1938	3,817	6,563	58.2	149	361	41.2
1939	3,982	6,560	60.7	143	284	50.4
1940	4,033	6,282	64.2	122	236	51.9
1941	4,134	6,128	67.5	105	215	49.0
	Hogs			**Total Livestock**		
1935	11,940	19,562	61.0	29,994	67,270	44.6
1936	16,993	26,399	64.4	36,230	74,343	48.9
1937	14,931	22,666	65.9	33,936	70,509	48.1
1938	16,313	24,801	65.8	35,549	71,399	49.8
1939	19,095	27,974	68.3	38,741	72,532	53.4
1940	23,553	34,556	68.2	44,196	77,904	56.7
1941	21,609	30,659	70.5	44,161	75,047	58.8②

① Number of markets varies from 62 prior to January, 1936 to 68 in 1941.
② In terms of tonnage, trucks hauled 66.5%.

Truck Receipts of Fruits and Vegetables At 12 Important Markets① 1941

Market	Receipts②	Car Lots—Rail & Boat	Per Cent Trucked
Atlanta	15,617	4,818	76.4
Boston	15,303	37,462	29.0
Chicago	21,348	65,714	24.5
Kansas City	5,159	10,494	33.0
Los Angeles	72,410	8,653	89.3
New Orleans	5,574	4,474	55.5
New York	75,065	91,872	45.0
Philadelphia	33,512	31,996	51.2
Pittsburgh	4,988	26,888	15.6
St. Louis	6,977	19,013	26.8
San Francisco	17,256	5,718	75.1
Total	273,009	307,102	47.1

① Truck receipts in car-lot equivalents.
② Truck receipts do not include all arrivals as it is impossible to obtain reports from all receivers.

me of Farm Products to Market

Butter 29%

RECEIPTS (GROSS LBS.): NEW YORK, CHICAGO, PHILADELPHIA AND BOSTON

Year	Truck①	Rail②	Per Cent Trucked
1935	107,429,000	526,053,000	17.0
1936	111,592,000	514,421,000	17.8
1937	133,778,000	483,530,000	21.7
1938	181,102,000	583,333,000	23.7
1939	192,993,000	505,100,000	27.6
1940	187,391,000	480,200,000	28.1
1941	198,391,000	483,228,000	29.1

Eggs 48%

RECEIPTS (CASES): NEW YORK, CHICAGO, PHILADELPHIA AND BOSTON

1935	4,001,000	8,518,000	32.0
1936	4,354,000	8,965,000	32.7
1937	4,970,000	8,567,000	36.7
1938	3,807,000	8,896,000	30.0
1939	5,422,000	8,301,000	39.5
1940	6,423,000	7,800,000	45.2
1941	6,520,000	6,960,000	48.4

Live Poultry 76%

RECEIPTS (CARLOT EQUIVALENTS): NEW YORK CITY

1934	2,428	7,753	23.8
1935	3,157	5,525	36.4
1936	4,747	4,403	51.9
1937	5,624	3,860	59.3
1938	5,845	3,114	65.2
1939	4,995	2,652	65.3
1940	5,435	2,475	68.7
1941	5,376	1,655	76.5

① Truck receipts do not include all arrivals as it is impossible to obtain reports from all receivers.
② Also includes boat receipts of fruit and vegetable freight.

Trucks Haul 98% of Live Poultry and 66% of Eggs Received in 16 Markets*

	Live Poultry	Dressed Poultry	All Poultry	Eggs
Atlanta	100.0	37.2	93.2	62.3
Baltimore	100.0	30.7	74.9	47.7
Birmingham	100.0	10.1	87.0	53.6
Boston	97.9	52.0	57.1	57.2
Buffalo	96.8	31.3	44.3	66.9
Charlotte	100.0	1.9	76.1	43.8
Chicago	91.6	62.9	73.7	63.4
Cleveland	100.0	17.1	81.9	89.1
Detroit	100.0	44.1	92.3	92.9
Indianapolis	100.0	28.8	86.9	79.9
Jacksonville	100.0	11.5	61.8	78.0
Memphis	100.0	9.7	85.8	47.7
New Orleans	93.9	60.2	89.0	76.3
Philadelphia	100.0	23.0	70.8	56.1
Pittsburgh	98.3	36.6	66.9	66.3
Washington, D. C.	100.0	38.0	61.1	67.5
Average	97.8	47.0	71.6	65.6

* Source: U. S. Dept. of Agriculture during year 1940.

Nearly One Third of Farm Trucks

(Source: United States

STATE	1940	1939	1938	1937	1936	1935	1934
Ala.	1,056	1,926	1,410	2,423	2,216	1,367	912
Ariz.	235	392	340	469	472	284	219
Ark.	1,460	2,445	1,865	3,079	2,579	1,489	910
Calif.	1,214	2,512	2,416	3,955	3,993	3,315	2,619
Colo.	413	900	881	1,773	1,931	1,109	1,141
Conn.	254	584	431	684	775	623	588
Del.	87	146	165	279	229	191	145
Fla.	631	1,138	1,050	1,419	1,293	771	712
Ga.	1,054	2,106	1,556	2,910	2,844	1,828	1,453
Idaho	475	981	790	1,452	1,676	1,177	929
Ill.	2,403	3,333	2,743	4,376	4,784	3,407	2,460
Ind.	1,053	2,875	1,486	2,831	3,152	3,161	1,696
Iowa	1,171	2,075	1,674	2,263	2,546	2,120	1,545
Kans.	723	1,651	3,143	4,449	4,128	2,838	2,262
Ky.	1,163	1,955	1,835	2,718	2,512	1,636	1,106
La.	862	1,513	1,308	1,970	2,090	1,150	917
Me.	473	859	702	1,365	1,446	974	1,043
Md.	384	640	627	1,114	1,081	979	764
Mass.	375	794	642	986	1,246	838	836
Mich.	971	1,687	1,429	3,161	3,217	2,514	2,194
Minn.	1,045	1,776	2,178	2,994	3,164	2,851	2,259
Miss.	1,072	2,019	2,065	2,914	2,554	1,507	1,085
Mo.	1,775	2,892	2,144	3,564	3,937	2,566	1,947
Mont.	564	1,385	1,506	1,504	1,845	1,770	1,251
Nebr.	444	1,128	1,199	1,418	1,780	1,352	1,279
Nev.	105	127	129	171	173	110	79
N. H.	204	446	312	522	576	432	446
N. J.	480	850	908	1,450	1,381	1,082	1,030
N. M.	364	823	780	1,095	905	545	422
N. Y.	1,848	2,902	2,737	4,807	4,936	3,913	3,408
N. C.	1,163	2,045	1,928	3,006	2,556	2,127	1,678
N. D.	384	793	933	1,205	1,052	1,194	929
Ohio	1,222	1,895	1,706	3,327	3,550	2,685	2,371
Okla.	985	2,122	2,429	3,704	3,408	2,545	1,918
Ore.	491	868	752	1,575	1,735	1,040	959
Pa.	1,665	2,533	2,371	4,263	4,367	3,089	2,771
R. I.	58	129	77	153	145	106	103
S. C.	540	906	689	1,085	955	663	525
S. D.	378	611	523	706	820	856	629
Tenn.	1,303	2,071	1,749	2,723	2,675	1,682	1,114
Texas	2,871	4,933	4,306	7,100	6,523	4,121	3,143
Utah	289	646	432	717	917	642	474
Vt.	295	449	404	600	642	548	434
Va.	1,224	2,040	1,864	2,896	2,861	1,971	1,565
Wash.	746	1,364	1,244	2,564	2,889	1,824	1,562
W. Va.	760	1,207	924	1,824	1,755	1,015	864
Wisc.	1,242	2,021	1,904	3,781	3,906	2,990	2,024
Wyo.	294	616	451	668	730	489	434
D. C.	—	—	—	—	—	—	—
TOTAL	40,268	72,109	65,407	106,012	106,947	77,486	61,154
Per cent of each year-model	4.33	7.76	7.03	11.40	11.50	8.33	6.58

NOTE: Year of Latest Model only given for Farms Reporting 2 or more Motor Trucks.

ks Are Ten or More Years Old

Bureau of the Census)

1933	1932	1931	1930 and Earlier	No. of Trucks Reported by Yr.-Model	Farms Reporting Trucks	No. of Motor Trucks on Farms	STATE
294	231	306	1,670	13,811	14,094	15,257	Ala.
86	105	122	776	3,500	3,561	4,284	Ariz.
406	350	428	3,096	18,107	18,441	19,674	Ark.
1,329	1,879	2,516	20,092	45,840	46,574	58,015	Calif.
555	398	936	4,928	14,965	15,119	16,850	Colo.
320	446	616	3,197	8,518	8,645	11,001	Conn.
90	93	137	596	2,158	2,215	2,567	Del.
250	361	598	3,137	11,360	11,668	14,360	Fla.
550	496	678	3,996	19,471	19,952	21,693	Ga.
386	235	456	2,267	10,824	10,941	12,002	Idaho
1,337	1,200	2,056	11,441	39,540	39,970	42,515	Ill.
856	806	1,566	7,534	27,016	27,409	29,732	Ind.
749	722	1,314	8,369	24,548	24,947	26,352	Iowa
1,084	1,003	1,851	15,925	39,327	39,623	42,617	Kans.
501	482	697	2,966	17,571	17,830	19,100	Ky.
348	479	725	4,102	15,464	15,663	17,005	La.
495	531	961	2,702	11,551	11,698	13,118	Me.
439	602	783	3,526	10,939	11,454	13,058	Md.
453	549	732	2,263	9,714	9,934	12,465	Mass.
1,055	1,234	1,742	10,426	29,630	30,311	33,095	Mich.
1,244	1,229	2,537	14,423	35,700	36,101	38,617	Minn.
401	339	278	2,722	16,956	17,334	18,565	Miss.
1,140	940	1,289	7,305	29,499	29,845	31,771	Mo.
573	403	557	6,910	18,268	18,332	21,037	Mont.
635	581	1,161	11,379	22,356	22,504	24,090	Nebr.
29	41	47	378	1,389	1,408	1,683	Nev.
236	287	388	1,495	5,344	5,489	6,469	N. H.
626	807	1,152	3,688	13,454	13,590	17,106	N. J.
157	130	194	855	6,270	6,368	7,117	N. M.
1,950	2,515	3,547	15,179	47,742	48,522	55,285	N. Y.
623	474	656	2,619	18,875	19,279	20,621	N. C.
494	340	756	11,751	19,851	19,937	21,518	N. D.
1,087	1,302	1,705	10,432	31,282	31,872	35,169	Ohio
885	601	843	6,879	26,319	26,660	28,402	Okla.
537	432	822	5,504	14,715	14,904	16,825	Ore.
1,334	2,050	2,441	11,294	38,178	38,981	44,323	Pa.
65	89	107	397	1,429	1,453	1,982	R. I.
212	170	307	1,161	7,213	7,392	8,242	S. C.
306	305	624	7,598	13,356	13,472	14,269	S. D.
418	423	503	2,671	17,332	17,727	18,908	Tenn.
1,404	1,229	1,618	13,451	50,699	51,416	56,707	Texas
213	131	236	1,043	5,740	5,801	6,238	Utah
231	266	307	1,177	5,353	5,451	6,172	Vt.
742	666	851	3,744	20,424	20,818	23,272	Va.
798	680	1,153	9,847	24,671	24,886	28,228	Wash.
365	330	372	1,884	11,300	11,485	12,445	W. Va.
1,017	1,305	2,400	24,310	46,900	47,523	50,883	Wisc.
210	162	299	1,137	5,490	5,553	6,341	Wyo.
—	—	—	—	—	32	39	D. C.
29,515	30,429	46,370	294,242	929,939	944,184	1,047,084	
3.17	3.27	4.99	31.64	100.00			

76% of Rural Truck Mileage i

Preliminary estimates of vehicle-miles of travel and and truck combinations on rural roads in each of 34

(SOURCE: Public

State	Vehicle-Miles by Trucks and Combinations (Millions)	PRIVATE TRUCKS AND TRUCK COMBINATIONS						
		Vehicle Miles				Average Load Carried (Tons)	Ton-Miles of Carried Load (Millions)	% of Total Ton-Miles
		% of Total	(Millions)	Loaded (Millions)	% Loaded			
Alabama	610	85.7	523	289	55.3	2.50	723	72.7
Arizona	212	77.6	165	90	54.6	2.26	203	44.4
California	1,334	74.7	996	658	66.1	2.60	1,711	39.1
Colorado	384	76.5	294	186	63.3	2.10	391	57.5
Florida	583	94.1	549	247	45.0	3.60	889	89.5
Idaho	251	84.5	212	116	54.9	1.52	176	60.5
Iowa	634	60.2	382	231	60.6	1.90	439	37.7
Kansas	558	65.9	368	206	56.0	2.12	437	40.4
Kentucky	674	73.9	498	310	62.3	2.56	794	63.1
Louisiana	462	76.4	353	187	53.1	2.41	451	60.7
Maryland	552	65.6	362	228	63.1	2.45	559	42.7
Michigan	1,029	80.5	828	541	65.3	2.09	1,131	54.0
Minnesota	754	75.2	567	356	62.8	2.05	730	57.4
Missouri	844	80.6	680	379	55.7	2.60	985	62.0
Montana	252	81.5	206	95	46.4	2.34	222	55.1
Nebraska	442	54.4	240	152	63.3	1.94	295	36.9
Nevada	59	79.7	47	27	56.4	1.79	48	42.9
New Hampshire	188	66.1	124	84	67.9	1.76	148	42.3
New Mexico	275	84.2	232	128	55.3	2.20	282	68.4
North Dakota	146	83.6	122	77	63.0	2.77	213	72.2
Ohio	1,130	72.2	816	446	54.7	3.17	1,414	44.9
Oklahoma	538	73.2	394	236	60.0	2.45	578	58.1
Pennsylvania	1,282	72.0	923	574	62.2	1.89	1,085	49.1
Rhode Island	78	75.2	59	36	60.9	1.72	62	48.8
South Carolina	445	80.9	360	228	63.3	3.11	709	68.5
South Dakota	246	62.7	154	93	60.7	1.83	170	49.6
Tennessee	641	75.4	483	284	58.7	2.36	670	65.9
Texas	3,015	86.1	2,596	1,482	57.1	1.94	2,875	74.8
Utah	156	85.1	133	77	58.0	2.18	168	68.9
Virginia	769	68.7	528	325	61.5	2.30	747	46.3
Washington	429	74.6	320	175	54.8	2.10	368	46.3
West Virginia	434	73.6	319	182	57.1	2.25	410	56.9
Wisconsin	747	68.6	512	350	68.4	1.66	581	40.9
Wyoming	165	69.9	115	60	51.8	2.99	179	52.8
Other States	8,881	76.1	6,758	4,158	61.5	2.58	10,601	54.1
Totals and averages for the U. S.	29,199	76.1	22,217	13,290	59.8	2.37	31,444	54.1

Farm Products Are Large Portion of Truck Freight

Number and percentage of loaded trucks and combinations carrying each general type of commodity, as recorded at 2,676 loadometer stations in 38 States

(SOURCE: Public Roads Administration)

Commodities Carried	Number of Vehicles Recorded	Percent
Products of agriculture	202,334	13.2
Animal products	204,940	13.4
Products of mines	101,720	6.6
Products of forests	78,897	5.1
Manufactures and miscellaneous	818,114	53.2
Mixed freight	131,147	8.5
Total loaded	1,537,152	100.0

ge is Traveled by Private Trucks

and
of 34
Public

ton-miles of load carried by private and for-hire trucks States, and totals for the United States, in the year 1940.

Roads Administration)

FOR-HIRE TRUCKS AND TRUCK COMBINATIONS

Vehicle Miles				Average Ton-Miles Carried			Total Ton-Miles	
% of Total	(Millions)	Loaded (Millions)	% Loaded	Load (Tons)	Load (Millions)	% of Total Ton-Miles	(Millions)	State
14.3	87	59	68.0	4.61	272	27.3	995	Alabama
22.4	47	34	72.3	7.47	254	55.6	457	Arizona
25.3	338	268	79.2	9.92	2,660	60.9	4,371	California
23.5	90	65	72.0	4.45	289	42.5	680	Colorado
5.9	34	19	54.6	5.46	104	10.5	993	Florida
15.8	39	29	75.4	3.96	115	39.5	291	Idaho
39.8	252	171	67.9	4.25	727	62.3	1,166	Iowa
34.1	190	126	66.3	5.12	645	59.6	1,082	Kansas
26.1	176	133	75.8	3.49	464	36.9	1,258	Kentucky
23.6	109	72	65.8	4.06	292	39.3	743	Louisiana
34.4	190	138	72.4	5.44	751	57.3	1,310	Maryland
19.5	201	141	70.1	6.83	963	46.0	2,094	Michigan
24.8	187	143	76.7	3.79	542	42.6	1,272	Minnesota
19.4	164	124	75.7	4.87	604	38.0	1,589	Missouri
18.5	47	29	61.5	6.24	181	44.9	403	Montana
45.6	202	138	68.3	3.66	505	63.1	800	Nebraska
20.3	12	8	66.7	8.00	64	57.1	112	Nevada
33.9	64	49	76.3	4.12	202	57.7	350	New Hampshire
15.8	43	31	72.5	4.19	130	31.6	412	New Mexico
16.4	24	18	73.6	4.56	82	27.8	295	North Dakota
27.8	314	227	72.3	7.65	1,736	55.1	3,150	Ohio
26.8	144	100	69.5	4.17	417	41.9	995	Oklahoma
28.0	359	241	67.1	4.66	1,124	50.9	2,209	Pennsylvania
24.8	19	13	70.1	5.00	65	51.2	127	Rhode Island
19.1	95	57	67.6	5.72	326	31.5	1,035	South Carolina
37.3	92	60	65.2	2.88	173	50.4	343	South Dakota
24.6	158	118	74.5	2.93	346	34.1	1,016	Tennessee
13.9	419	289	69.0	3.35	968	25.2	3,843	Texas
14.9	23	18	78.3	4.22	76	31.1	244	Utah
31.3	241	164	68.0	5.29	867	53.7	1,614	Virginia
25.4	109	66	60.6	6.47	427	53.7	795	Washington
26.4	115	75	65.1	4.13	310	43.1	720	West Virginia
31.4	235	182	77.4	4.61	839	59.1	1,420	Wisconsin
30.1	50	31	62.0	5.16	160	47.2	339	Wyoming
23.9	2,123	1,563	73.6	5.75	8,994	45.9	19,595	Other States
23.9	6,982	4,999	71.6	5.34	26,674	45.9	58,118	Totals and averages for the U. S.

Average Truck Weight by Type of Commodity Carried

Average empty weight, loaded weight and carried load of trucks and combinations by types of commodities being transported, as recorded at 2,586 loadometer stations in 36 States

(SOURCE: Public Roads Administration)

Commodities Carried	Average Empty Weight (Pounds)	Average Loaded Weight (Pounds)	Average Carried Load (Pounds)
Products of agriculture	6,222	13,627	7,405
Animal products	6,422	11,596	5,174
Products of mines	6,214	14,748	8,534
Products of forests	5,967	14,177	8,210
Manufactures and miscellaneous	7,398	14,027	6,629
Mixed freight	9,293	17,535	8,242
All commodities	7,106	14,060	6,954

58% of Truck Mileage Rural, 42% Urban

Estimate of Total Annual Travel by Motor Vehicles in the U. S., 1940. ①
(All Data on This Page from Public Roads Administration)

Travel Performed—	Annual Travel In Millions of Vehicle Miles Performed By— Passenger Cars	Trucks	Buses②	All Motor Vehicles
In State of registration:				
On roads in unincorporated areas	112,684	26,979	800	140,663
On trans-city connections and local streets of incorporated places	106,465	22,348	746	129,559
Total travel in State of registration	219,349	49,327	1,546	270,222
Travel in other States	19,231	3,351	45	22,627
Total travel in United States	238,580	52,678	1,591	292,849

①—Estimate based on road use studies (36 States), motor vehicle allocation studies (7 States) and traffic studies (30 States) of State-wide Highway Planning Surveys. Data from at least one of these three sources were available from 43 States.

②—Incomplete data.

58 Billion Ton-Miles Carried by Trucks on Rural Roads

Preliminary estimates of vehicle-miles of travel and ton-miles of load carried on rural roads in the United States in 1940

Vehicle-miles of travel by trucks and combinations (in millions)	29,199
Private trucks and truck combinations:	
Percent of vehicle-miles	76.1
Vehicle-miles (in millions)	22,217
Percent loaded	59.8
Vehicle-miles loaded (in millions)	13,290
Average carried load (tons)	2.37
Ton-miles of carried load (in millions)	31,444
Percent of total ton-miles	54.1
For-hire trucks and truck combinations:	
Percent of vehicle-miles	23.9
Vehicle-miles (in millions)	6,982
Percent loaded	71.6
Vehicle-miles loaded (in millions)	4,999
Average carried load (tons)	5.34
Ton-miles of carried load (in millions)	26,674
Percent of total ton-miles	45.9
Total ton-miles (in millions)	58,118

Trucks Travel 19% of Rural Vehicle-Miles

Preliminary estimates of vehicle-miles of all travel, vehicle-miles of truck travel and ton-miles of carried load, on rural roads in U. S., 1940

Vehicle-miles of travel by all vehicles (in millions)	152,751
Percent trucks and truck combinations	19.1
Vehicle-miles of travel by trucks and combinations (in millions)	29,199
Percent loaded	62.6
Vehicle-miles of travel by loaded trucks and combinations (in millions)	18,289
Average carried load (tons)	3.18
Ton-miles of carried load (in millions)	58,118

Operating Taxes per For-Hire Truck $1090

	1941	1940
1. Number of Carriers represented	1,176	1,176
Revenues:		
2. Freight Revenue—Common Carrier	$523,467,270	$410,265,330
3. Freight Revenue—Contract Carrier	90,701,612	75,164,793
4. Miscellaneous Terminal Revenue	1,466,109	1,117,939
5. Other Operating Revenue	4,967,658	3,540,473
6. Total Operating Revenues	620,602,649	490,088,535
Expenses:		
7. Equipment Maintenance and Garage Expense	62,417,245	49,405,961
8. Transportation Expense	219,568,524	177,511,364
9. Terminal Expense	118,864,107	83,911,518
10. Sales, Tariff, and Advertising Expense	19,928,364	17,062,832
11. Insurance and Safety Expense	31,176,780	25,950,937
12. Administrative and General Expense	55,865,529	47,305,372
13. Total Operation and Maintenance Expenses	508,820,549	401,147,984
14. Depreciation Expense	25,010,799	21,266,727
15. Amortization Chargeable to Operations	141,618	76,650
16. Operating Taxes and Licenses*	44,206,810	35,453,729
17. Operating Rents—Net	11,790,667	10,216,135
18. Total Expenses	589,970,443	468,161,225
19. Net Operating Revenue	30,632,206	21,927,310
Dollars of Taxes* Per:		
Dollar of Total Operating Revenue (Line 16 ÷ line 6)	$ .07	$ .07
Dollar of Net Operating Revenue (Line 16 ÷ line 19)	1.44	1.62
Dollar of Total Expenses (Line 16 ÷ line 18)	.07	.08

	1940	1939
1. Number of Carriers	643	634
2. Number of Trucks (incl. local)	20,815	19,660
3. *Operating Taxes and Licenses	$22,690,316	$18,774,412
Taxes per Truck (Line 3 ÷ line 2)	1,090.10	955.00

*—Exclusive of Income Taxes

Source: "Revenues, Expenses, and Statistics of Class I Motor Carriers of Property"—Bureau of Statistics, Interstate Commerce Commission.

88% of Motor Trucks are Privately Owned

(Source: For-hire trucks are estimated by the Office of Defense Transportation. Other truck groups estimated by Automobile Manufacturers Association.

	No. of Trucks	Per Cent
For-hire, interstate (Intercity)	200,000	4.1
For-hire, intrastate { Intercity— 49,000 / Intracity—351,000 }	400,000	8.1
Total for-hire trucks	600,000	12.2
Farm trucks	1,047,084	21.4
Trucks in commerce and industry	3,243,916	66.4
Total private trucks	4,291,000	87.8
Total	4,891,000 ①	100.0

①Excluding buses in the six states where buses are included with trucks

Special Motor Truck Taxes by States—1941

Excluding Personal Property, Other General Taxes

(SOURCE: Estimates made by the Automobile Manufacturers Association based on 1940 Data of U. S. Public Roads Administration)

	License Fees ① (State)	Gasoline Taxes ② (State)	Federal Excise Tax ④	Total
Alabama	$1,192,000	$4,878,000	$2,000,647	$8,070,647
Arizona	948,000	1,835,000	720,485	3,503,485
Arkansas	1,445,000	6,244,000	2,144,878	9,833,878
California	9,835,000	12,453,000	9,427,542	31,715,542
Colorado	1,544,000	2,925,000	1,579,586	6,048,586
Connecticut	2,142,000	3,011,000	2,064,999	7,217,999
Delaware	457,000	663,000	345,455	1,465,455
Florida	3,119,000	7,311,000	2,395,060	12,825,060
Georgia	965,000	6,760,000	2,641,343	10,366,343
Idaho	749,000	2,227,000	966,309	3,942,309
Illinois	7,554,000	8,277,000	6,310,889	22,141,889
Indiana	3,805,000	6,673,000	3,862,314	14,340,314
Iowa	4,026,000	3,949,000	2,967,155	10,942,155
Kansas	2,644,000	4,086,000	2,992,688	9,722,688
Kentucky	2,370,000	4,923,000	2,196,656	9,489,656
Louisiana	2,309,000	7,531,000	2,213,770	12,053,770
Maine	990,000	2,099,000	1,338,129	4,427,129
Maryland	1,147,000	3,018,000	1,762,596	5,927,596
Massachusetts	1,718,000	4,048,000	3,009,782	8,775,782
Michigan	8,551,000	5,920,000	4,127,566	18,598,566
Minnesota	2,589,000	6,195,000	3,426,836	12,210,836
Mississippi	910,000 ③	4,714,000	2,007,288	7,631,288
Missouri	2,853,000	3,892,000	4,348,843	11,093,843
Montana	513,000	3,104,000	1,350,208	4,967,208
Nebraska	1,228,000	4,098,000	1,750,934	7,076,934
Nevada	413,000	457,000	253,534	1,123,534
New Hampshire	495,000 ③	1,277,000	817,390	2,589,390
New Jersey	5,095,000	5,055,000	3,763,825	13,913,825
New Mexico	923,000	1,836,000	834,835	3,593,835
New York	12,888,000	15,843,000	9,027,590	37,758,590
North Carolina	3,797,000	6,868,000	2,727,996	13,392,996
North Dakota	456,000	1,937,000	1,079,673	3,472,673
Ohio	11,007,000	9,350,000	5,428,122	25,785,122
Oklahoma	2,571,000	7,209,000	2,949,472	12,729,472
Oregon	2,880,000	4,355,000	2,006,449	9,241,449
Pennsylvania	11,440,000	13,836,000	7,419,723	32,695,723
Rhode Island	578,000	770,000	582,993	1,930,993
South Carolina	1,369,000	3,999,000	1,450,999	6,818,999
South Dakota	789,000	1,671,000	918,147	3,378,147
Tennessee	914,000 ③	6,532,000	2,250,023	9,696,023
Texas	8,711,000	18,184,000	9,830,653	36,725,653
Utah	561,000	1,124,000	651,196	2,336,196
Vermont	723,000	485,000	305,336	1,513,336
Virginia	2,340,000	5,019,000	2,426,879	9,785,879
Washington	1,960,000	5,538,000	2,499,837	9,997,837
West Virginia	1,549,000	3,154,000	1,512,001	6,215,001
Wisconsin	4,838,000	7,658,000	4,092,319	16,588,319
Wyoming	602,000	979,000	533,998	2,114,998
Dist. of Columbia	783,000	343,000	399,473	1,525,473
Total	$143,285,000	$244,313,000	$131,714,421	$519,312,421
Total (Including bridge, tunnel, ferry tolls, and partial count of municipal and county taxes—not segregated by States $26,978,000. ⑤				**$546,290,000**

NOTES:

①—Estimated from 1940 license fees. Includes motor carrier taxes, titling, and trailer fees, but omits dealers, operators, chauffeurs' licenses and miscellaneous receipts.

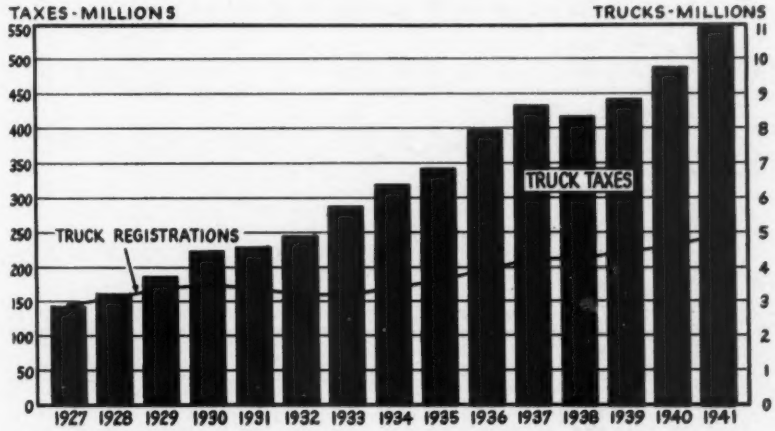
②—Estimated by multiplying United States average tax per truck for those states segregating truck taxes by the number of trucks registered.

③—Estimated by multiplying the trucks registered in each state by a yearly average consumption of 1,200 gallons per truck by the gas tax effective in that state.

④—United States totals from Bureau of Internal Revenue; excise tax on sales of new trucks distributed by states according to Polk's new truck registrations; excise tax on truck share of gasoline, lubricating oil, parts and tires distributed by states according to total truck registrations.

⑤—1941 estimates based on data contained in "Taxation of Motor Vehicles in 1932" by the Public Roads Administration. Truck tolls based on data contained in June, 1941 issue of "Public Roads," Public Roads Administration Truck share estimated from ratio of truck registrations to total plus 50% to adjust for higher fees per truck and greater frequency of toll payments by trucks.

1941 Motor Truck Taxes Exceed Half Billion Dollars



Special Taxes on Trucks Total $546,290,000 in 1941.

Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

Year	Registration Fees (State)	Motor Carrier and Trailer Fees (State)	Gasoline Tax (State)	Federal Excise Taxes	Special City & County Taxes†	Bridge, Tunnels, Ferry Tolls‡	Total Special Taxes	Average Per Truck Registered
1927	$ 64,691	$1,005	$ 75,108	.....	$3,050	N. A.	$143,854	$ 49.37
1928	69,400	1,402	87,161	.....	3,250	N. A.	161,213	51.77
1929	72,823	1,607	108,506	.....	3,450	N. A.	186,386	55.15
1930	78,789	1,955	138,055	.....	3,650	N. A.	222,449	63.81
1931	76,616	2,758	144,756	.....	3,850	N. A.	227,980	65.77
1932	74,046	8577*	139,376	$ 19,510	4,050	N. A.	245,559	76.04
1933	68,659	11,683	142,287	59,459	4,450	N. A.	286,538	88.69
1934	71,852	13,906	154,170	60,516	4,600	$12,710	317,754	92.93
1935	78,598	17,998	161,743	65,598	5,100	13,635	342,672	93.51
1936	89,160	22,199	191,455	75,445	5,300	15,122	398,681	99.99
1937	95,115	24,966	208,783	82,508	5,600	16,217	433,189	101.80
1938	95,461	25,270	206,791	67,835	5,676	16,314	417,347	98.80
1939	101,786	26,618	216,434	75,889	5,923	17,343	443,993	100.59
1940	104,950	30,019	227,726	101,595	6,170	18,036	488,496	106.42
1941	111,154	32,131	244,313	131,714	7,675	19,303	546,290	111.23

*Includes special motor carrier taxes from 1932 to date. Prior to 1932 Trailer fees only are shown.

†Estimates based on data contained in "Taxation of Motor Vehicles in 1932," Public Roads Administration.

‡Estimates based on data in June, 1941 issue of "Public Roads," Public Roads Administration.

N. A.—Not Available.

SOURCE: First three columns from Public Roads Administration; Federal excise taxes based on reports of internal revenue; and special city and county taxes are estimates by Automobile Manufacturers Association.

STATE SIZE AND WEIGHT LIMITS

PREPARED BY THE NATIONAL HIGHWAY USERS CONFERENCE

STATE	SIZE RESTRICTIONS (K)							GROSS WEIGHT (LEGAL LIMITS)		(See NOTE) PRACTICAL GROSS WEIGHT LIMITS (K) (In thousands of pounds) (Where No Distinction is Made Between Pneumatic and Solid Tire Limits, Below Limits Apply to Both)												
	Width (In Inches)	Height (In Feet)	LENGTH: Single Unit	LENGTH: Tractor Semi-Trailer	LENGTH: Other Combinations	Number of Trailers (Semi-Trailer=½)	Minimum Tandem Axle Spacing	Per Inch of Tire Width	Per Axle (1000 lb.)	4-Wheel Single Unit	6-Wheel Single Unit	4-Wh. Tractor 2-Wh. Semi-T.	4-Wh. Tractor 4-Wh. Semi-T.	6-Wh. Tractor 4-Wh. Semi-T.	4-Wh. Truck 4-Wh. Trailer	4-Wh. Truck 6-Wh. Trailer	6-Wh. Truck 4-Wh. Trailer	6-Wh. Truck 6-Wh. Trailer	4-Wh. Tractor 2-Wh. Semi-T. 4-Wh. Trailer	4-Wh. Tractor 4-Wh. Semi-T. 4-Wh. Trailer	6-Wh. Tractor 4-Wh. Semi-T. 6-Wh. Trailer
TV Ala.	96	12½	30	40	NP	½	NS	600	16	30	30	30	30	30	NP	NP	NP	NP	NP	NP	NP
Ariz.	96	14½	35	65	65	1½	NS	700-P 500-S	18	22	34	40	44	56	44	56	56	68	62	66	90
VXZ Ark.	96	12½	35	45	45	1 or ½	40	Table	16	32	46.9-IW	53.9-IW	53.9-IW	53.9-IW	53.9-IW	53.9-IW	53.9-IW	53.9-IW	NP	NP	NP
XZ Cal.	96	13½	35	60	60	NR	NS	NS-P 600-S	18	36	53.6	73.6	73.6	73.6	73.6	73.6	73.6	73.6	73.6	73.6	73.6
X Colo.	96 102 b	12½	35	40	50	1½	40	NS-P 500-S	18-I 16-J	24	34	50.4	50.4	50.4	48	58	58	63	63	63	63
TZ Conn.	96 c 102	12½	40	40	NP	½	NS	NS-P 800-S	NS(Z)	32-P 26-S	40-P 26-S	40-P 26-S	40-P 26-S	40-P 26-S	NP	NP	NP	NP	NP	NP	NP
Z Del.	96	12½	33	60	60	1½	NS	700	18-P 16-S	26-P 22-S	36-PN 22-S	40-P 38-S	40-P 38-S	40-P 38-S	48-P 44-S	48-P 44-S	58-P 44-S	58-PN 44-S	62-P 60-S	62-P 60-S	62-P 60-S
VZ D. C.	106 a 96	12½	33	33	50	NR	40	880	24.6 15.4 s	30.8-P	39.6-P	39.6-P	39.6-P	39.6-P	61.6-P	70.4-P	70.4-P	79.2-P	70.4-P	70.4-P	79.2-P
Z Fla.	84	12	35	45	45	1 or ½	NS	550	16	16-PQ 8-S	16-PQ 8-S	19-PQ 9-5.5	40-PQ 11-S	40-PQ 11-S	40-PQ 11-S	40-PQ 11-S	40-PQ 11-S	40-PQ 11-S	NP	NP	NP
X Ga.	96	13½	35	45	45	1 or ½	40	NS	18-I 16-J	36	46.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9	53.9
V² Idaho	96	14	35	45	65	1½	NS	800	18	28	42	42	56	60	56	68	68	68	68	68	68
TV¹² Illinois	96	NS	35	35	40	1½	40	800	16	24 E	40	40	40	40	56	56	72	72	72	72	72
X Indiana	96	12	36	40	40	1½	40	800	18	36	47.6	50.4	50.4	50.4	50.4	50.4	50.4	50.4	50.4	50.4	50.4
①TX Iowa	96	12	33	45	NP	½	40	NS	16-P 14-S	32-PW 28-S	35.2	40.6	40.6	40.6	NP	NP	NP	NP	NP	NP	NP
X Kansas	96	12½	35	35	45	1 or ½	40	NS	18-I 16-J	24 28 t	34	46.9	46.9	46.9	48	58	58	63	NP	NP	NP
①T Ky.	96	11½	26½	30	NP	½	NS	600	NR	18	18	18	18	18	NP	NP	NP	NP	NP	NP	NP
La.	96	12½	33	45	45	1 or ½	40	600	18-I 16-J	12 PL	20 PL	20 PL	24	24	20 PL	20 PL	32 PL	32 PL	NP	NP	NP
Maine	96	12½	40 h	40 h	40 h	1 or ½	NS	600	22-G	30	40	40	40	40	40	40	40	40	NP	NP	NP
X Md.	96	NR	55	55	55	NR	NS	600	22.4 18-e	44.8	58.4	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2
Mass.	96 102 b	NR	33 35 j	40	NS	T 1 or ½	NS	800	NR	30-P	40	40	40	40	31-P	31-P	41	41	NP	NP	NP

	96								18-P	36-PW	44-PW	54-PW	62-PW	70-PW	72-PW	80-PW²	80-PW	88-PW	90-PW	98-PW	114-PW

Maine	96	12½	40 h	40 h	40 h	1 or ½	NS	600	22-G	30	40	40	40	40	40	40	40	40	NP	NP	NP
X Md.	96	NR	55	55	55	NR	NS	600	22-4 18-e	44.8	58.4	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2	65.2
Mass	96 102 b	NR	33 35 j	40	NS	T 1 or ½	NS	900	NR	30-P 39-S	40	40	40	40	31-P 39-S	31-P 39-S	41	41	NP	NP	NP
P Mich.	96 102 b	12½	35	50	50	1½	NS	Table	18-P 16-S	36-PW 32-S	44-PW 39.2-S	54-PW 48-S	62-PW 55.2-S	70-PW 62.4-S	72-PW 64-S	80-PW 71.2-S	80-PW 71.2-S	88-PW 78.4-S	90-PW 80-S	98-PW 87.2-S	114-PW 101.6-S
TZ Minn.	96	12½	40	40	40	1 or ½	NS	NR	18-P u 10.8-S	36-PW 21.6-S	42-PW 25.2-S	54-PW 32.4-S	60-PW 36-S	66-PW 39.6-S	42-PW 25.2-S	42-PW 25.2-S	48-PW 28.8-S	48-PW 28.8-S	NP	NP	NP
Miss.	96	12½	40	40	55	1 or ½	40	700	18-I 16-J	22	30	30	30	30	30	30	30	30	NP	NP	NP
Z Mo.	96	12½	33	40	40	1 or ½	NS	600	16	24	24	38	38	38	48	48	48	48	NP	NP	NP
XV[1] Mont.	96 102 b	13½	35	60	60	1 or ½	40	600	18-P 16-S	36-P 32-S	46.9	64.4	64.4	64.4	64.4	64.4	64.4	64.4	NP	NP	NP
T Neb.	96	12	35	42	45	1½	NS	NS	16	32-W	32	40	40	40	48	48	48	48	48	48	48
Nev.	NR	NR	NR	NR	NR	NR	42	600	NR	25	38	38	38	38	50	63	63	76	63	63	76
N. H.	93	NR	33	45	45	NR	NS	800	18	30	40	40	40	40	40	40	40	40	40	40	40
① N. J.	96	12½	28 35 u	45	50	1 or ½	NS	Table	Table	30	40	60	60	60	60	60	60	60	NP	NP	NP
V[1]X N. M.	93 100 b	12½	35	45	45	1 or ½	40	700-P 500-S	18-I 16-J	36-I 32-J	40.2-I 40.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	46.2-I 46.2-J	NP	NP	NP
X N. Y.	96 106 b	13	35	50	50	1 or ½	46	800-P 640-S	22.4-P 17.9-S	36-P 28.8-S	44-P 35.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	61.5-P 49.2-S	NP	NP	NP
N. C.	96	12½	35	45	45	1 or ½	NS	600	18-I 16-J	20 L	40 L	40	40	40	40	40	40	40	NP	NP	NP
T N. D.	96	12½	35	40	40	1 or ½	40	550	18 14-f	35	35	40	40	40	40	40	40	40	NP	NP	NP
Z Ohio	96	12½	35	45	60	NR	NS	650	18-P 16-S	36-P 32-S	50.2-P 40.2-S	57.7-P 46.2-S	57.7-P 46.2-S	57.7-P 46.2-S	69-P 55.2-S	69-P 55.2-S	69-P 55.2-S	69-P 55.2-S	69-P 55.2-S	69-P 55.2-S	69-P 55.2-S
Okla.	96	12½	45	45	45	1½	NS	600	NS	24	24	47	47	47	47	47	47	47	47	47	47
VXZ Ore.	96	11	35	50	50	NR	40	600 q	18 w 16 x	34	46.9 w 46.9 x	46.9 w 46.9 x	46.9 w 46.9 x	46.9 w 46.9 x	54	54	54	54	54	54	54
Z Pa.	96	12½	33	45	50	1 or ½	38	800	18 y	26 H	36 H	39	39	39	52	62	62	62	NP	NP	NP
① R. I.	102	12½	NR	45	45	1 or ½	NS	800	22.4	32-P 28-S	40	40	40	40	64-P 56-S	72-P 68-S	72-P 68-S	80	NP	NP	NP
ZX S. C.	96	12½	35	45	45	1 or ½	40	NR	18-I 16-J	25	25	40	40	40	40	40	40	40	NP	NP	NP
S. D.	96	13	30	40	40	1 or ½	NS	NR	NR	20	24	30	30	30	30	30	30	30	NP	NP	NP
① Tenn.	96	12	27	35	35	1 or ½	NS	NS	16	30	30	30	30	30	30	30	30	30	NP	NP	NP
X Tex.	96	12½	35	45	45	1 or ½	40	650-I 600-J	18-I 16-J	36	38	38	38	38	38	38	38	38	NP	NP	NP
XZ Utah	96	14½	45	60	60	1 or ½	NS	800 o	18-P 13.5-S	36-P 27-SW	53.9-P 40.4-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	64.4-P 48.3-S	NP	NP	NP
Z Vt.	96	12	50	50	50	1 or ½	40	600	NR	28 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	40 M 16	NP	NP	NP
①VZ Va.	96	12½	33 g	45	45	1 or 1½	40	650	16	24	35	35	35	35	35	35	35	35	NP	NP	NP
X Wash.	96	12½	35	60	60	1 or ½	NS	500	18	28	34	69	69	69	69	69	69	69	NP	NP	NP
W[1]XZ W. Va.	96	12½	35	45	45	NR	40	NS	18-PB 14-SB	36-PWB 28-SB	54-PWB 42-SB	54-PWB 42-SB	72-PWB 56-SB	90-PWB 70-SB	72-PWB 56-SB	90-PWB 70-SB	90-PWB 70-SB	102.4PB 81.9-SB	90-PWB 70-SB	102.4PB 81.9-SB	102.4PB 81.9-SB
VZ Wisc.	96 d	12½	33 35 j	45	45	1 or ½	40	800	18-C 12-D	24-Ck 15-D	36-C 22.5-D	43-C 27-D	48-C 30-D	60-C 37.5-D	48-C 30-D	60-C 37.5-D	60-C 37.5-D	72-C 45-D	NP	NP	NP
X Wyo.	96	12½	40	45	45	NR	NS	800	18	36	43.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2	46.2

Explanatory Notes on Reverse Side

Key to Table on Size and Weight Limitations

NOTE ON "W" AND SHADED SQUARES

Except when shown in squares shaded with a vertical bar or when followed by the letter "W," the above gross weight limits are the limits fixed by state law.

When shown in shaded squares the above limits are computations made by the National Highway Users Conference to show what it considers to be practical gross weights where gross weights are arrived at by application of one of the formulae shown below under Footnote "X." In making these computations, wheel base was arrived at by deducting 8 ft. total over-hang front and rear from permissible overall length of unit or combination; tandem axles were considered to be a minimum permissible distance apart; H-20 bridge formula was used in West Virginia. When actual over-hang is less than 8 ft. additional gross weight will be possible.

When followed by the letter "W," the limits shown are maximum possible weights where gross weight is determined by permissible axle weight. These limits are possible only when each axle carries a gross weight equal to the permissible axle limit as shown.

l—See explanation in Note above.
a—If registered before 1932.
b—At rear tires, when solids changed to pneumatics.
c—Regulated "for hire" vehicles.
d—104 inches for urban buses.
e—If less than 50 inches apart.
f—If less than 8 feet apart.
g—Buses allowed 35 ft. length.
h—Trailers are limited to 26 feet.
i—Exclusive of bumpers.
j—Buses permitted 35 feet.
k—Special limitations, vehicles with 2 driving axles.
o—Graduated according to tire width.
p—13,000 lbs. on tandem axles 3 ft. 6 in. apart; applies June 1 to February 28; differs with season.
q—500 lbs. when total tires under 30 inches wide.
s—Permissible on axles spaced under 12 feet.
t—Dual tires 8 inches wide or over.
u—12,000 lbs. when axles spaced under 8 feet apart.
w—Permissible weight on paved highways.
x—Permissible weight on unpaved highways.
y—16,500 lbs. on rear, 8,000 lbs. on front axle of 6-wheeled vehicle.
z—The city of Clinton, Ill., limits gross weight of trucks to 12,000 lbs.

Table—There is a table of axle weights based upon tire widths.

NP—Not permitted. P—Pneumatic tires.
NR—No restriction. PL—Pay load.
NS—Not specified. S—Solid tires.

B—In "Industrial Areas"—varies for different "areas."
C—Permissible on "Class A" highways.
D—Permissible on "Class B" highways
E—Trailers permitted 32,000 lbs.
G—Axles less than 10 ft. apart limited to 16,000 lbs.
H—Maximum shown—gross depends on chassis weight.
I—Permissible on balloon tires.
J—Permissible on other than balloon tires.
K—May exceed on designated highways with permit.
L—Buses permitted 22,500 maximum net weight.
M—On state highways.
N—38,000 lbs. with pneumatic tires, 3 axles, 2 hubs and brakes on each hub.
O—Different limits for "for hire" vehicles.
T—With the following exceptions full trailers are permitted the same gross weight as other single units.—
Ala., Iowa, Conn., Ky.—Full trailers prohibited.
Ill.—All trailers limited to 32,000 lbs. gross.
Mass.—Trailers limited to 1,000 lbs. capacity.
Minn.—Trailers limited to 6,000 lbs. gross.
Nebr.—All trailers limited to 16,000 lbs gross.
N. Dak.—Trailers, 35,000 lbs.
Weight of trailers is limited by axle limitations and formula, in states determining gross weight by formula.

U—35 ft. allowed on vehicles with three axles.
V—Solid tires prohibited.
V^1—Solid tires prohibited except on property carrying vehicles operating at 10 miles per hour or less.
V^2—Solid tires limited to 20 miles per hour under 10,000 lbs., and to 12 miles per hour over 10,000 lbs.
W—See Note at left.
W^1—Maximum gross when all axles carry maximum load—See "Note."

X—States where gross weight is determined by formula.
Ark.—650-700 (L plus 40) two or more consecutive axles and any unit or combination.
Cal.—800 (L plus 40) applies to vehicles and combinations first registered on or after Jan. 1, 1942, if total wheelbase exceeds 18 feet; 700 (L plus 40) applies to vehicles and combinations if axle spacing 18 feet or less, first registered on or after Jan. 1, 1942; 850 (L plus 40) or 68,000 lbs. maximum, if total wheelbase is between 25 and 45 feet, inclusive, for vehicles and combinations first registered prior to Jan. 1, 1942; terminates Jan. 1, 1952. 800 (L plus 40) if axle spacing of two or more axles is between 14 and 18 feet, inclusive, for vehicles and combinations first registered prior to Jan. 1, 1942; terminates Jan. 1, 1952.
Colo.—700 (L plus 40) semi-trailers.
Ga.—700 (L plus 40) any unit or combination.
Ind.—700 (L plus 40) two or more consecutive axles and any unit or combination.
Iowa—450 (L plus 53½) any unit or combination; vehicles registered in Iowa permitted 17,000 lbs. axle weight and gross of 28,000 lbs. plus 500 lbs. per foot of axle spacing.
Kans.—700 (L plus 40) only applies to combinations.
Mont.—650 (L plus 40) for axle spacing to 20 ft. and 700 (L plus 40) above 20 ft.
N. M.—600 (L plus 40) two or more consecutive axles and any unit or combination.

N. Y.—750 (L plus 40) three or more consecutive axles and any unit or combination.

Ore.—700 (L plus 40) any unit or combination.

S. C.—700 (L plus 40) any unit or combination.

Texas—700 (L plus 40) any unit or combination.

Utah—700 (L plus 40) any unit or combination.

Wash.—750 (L plus 40) any unit or combination if axle spacing over 18 feet: 650 (L plus 40) if axle spacing 18 feet or less.

W. Va.—1330-1000-670 (L plus 40) applies to highways dependent on type of bridges thereon.

Wyo.—600 (L plus 40) two or more consecutive axles and any unit or combination.

Z—Comments on Weight Chart

①Iowa—Governor issued proclamation declaring emergency in transportation and permitted following sizes and weights: 18,000 lbs. per axle; 28,000 lbs. plus 700 for each foot between axles; 35 ft. length for single units and 45 for tractor-semi-trailers; maximum height 12½ feet.

①Ky.—For the duration of the war emergency and only over certain designated highways—increases gross weight, including load, from 18,000 to 28,000 lbs., increases length of semi-trailer combination from 30 to 33 feet.

Gross weight shall not exceed 600 lbs. per inch of the combined width of the tires, nor shall it exceed 16,000 lbs. per axle.

①N. J.—According to pending legislation (S. B. 103), the length of commercial vehicles may increase from 28 to 35 feet.

①R. I.—Gross weight, including load, of three-axled vehicle is 46,000 lbs. (formerly 40,000).

①Tenn.—Finance and Taxation Commissioner announced that weight limit for tank trucks has been raised to 40,000 lbs.

①Va.—(Over certain designated highways.) Gross weight of six-wheeled vehicles or combinations is 40,000 lbs. (formerly 35,000). Axle weight is 18,000 lbs. (formerly 16,000). A tolerance of 5% on gross and axle weight is allowed.

Ark.—Maximum gross weights subject to maximum capacity based on tire sizes. Tolerance of 7½ per cent is allowed above allowances listed per tire sizes shown in Table (NHUC Size & Weight Book), but maximum axle weight is limited to 16,000 lbs. Vehicle weight allowances shown in State Size & Weight Limits Chart are calculated on the basis of 8,000 lbs. on the front axle and 16,000 lbs. on all others. Single unit buses allowed axle weight of 17,600 lbs. if equipped with dual mounted low pressure tires not less in size than 10.50 x 22 in.

Calif.—18,000 lbs. per axle permitted on vehicles registered prior to 1930 (11,000 per wheel), until Dec. 31, 1942.

Conn.—Not more than 80 per cent of vehicle gross on any one axle.

Del.—2,000 lbs. additional allowed on three-axled trucks with pneumatic tires and two hubs and brakes on each hub.g

D. C.—Solid tires, when permitted, allowed 10 per cent less than pneumatics.

Fla.—Private vehicles allowed 16,000 lbs. with power brakes and six tires.

For hire vehicles: (Solid tires forbidden.)

Trucks allowed 24,000 lbs. with power brakes and 12,000 lbs unladen.

Tractor-semi trailer allowed 40,000 lbs. if both vehicles have power brakes.

Four-wheeled trailer allowed 20,000 lbs. with power brakes and oversized tires.

No unit may carry a payload over 12,000 lbs.

Minn.—When axles spaced under 8 ft. apart restricted to 12,000 lbs. on pneumatics and 7,200 lbs. on solid tires.

Mo.—Special size and weight limitations apply in cities of 75,000 population or over.

Ohio—Vehicles in use before Jan. 1, 1942, until Aug. 13, 1947, allowed—

	Pneumatic Tires	Solid Tires
Single units	24,000 lbs.	20,000 lbs.
Tractor-semi-trailer	42,000	36,000
Other combinations	66,000	56,000

Ore.—The greatest allowances shown in State Size & Weight Limit Chart are permitted on paved highways, and the lowest allowances are the maxima permitted on unpaved highways.

Pa.—Six-wheelers must have minimum axle spacing of 36 in. between the two rear axles. Buses operating within municipalities exempted from 18,000 lbs. axle and 26,000 lbs. gross limits.

S. C.—In city of Greenville, trackless trolleys—width 102 in., length 37½ ft., weight 22,500 lbs.; height 12½ ft.

Utah—Gross weight also limited to three times unladen weight.

Vt.—The greatest allowances shown in State Size & Weight Limit Chart are permitted on state highways, medium allowances are the maxima permitted on state-aid highways, and the lowest allowances are maxima permitted on other highways.

Va.—Two-axled vehicles with six wheels permitted 32,000 lbs. gross.

W. Va.—No unit may carry a load more than 100 per cent greater than its registered capacity if registered for not over two tons; or more than 50 per cent greater if registered for over two but not over four tons; or more than 25 per cent greater if registered for over four tons.

Wisc.—Four-wheeled vehicles with two driving axles spaced 8 ft. or more apart permitted gross weight of 28,000 lbs.; if gross weight exceeds 24,000 lbs., the axle weight must not exceed 16,000 lbs. if equipped with high pressure pneumatic tires or 18,000 lbs. if equipped with balloon or low pressure tires.

Government Orders Curtailing Production

War Production Board Limitation Orders for Medium and Heavy Motor Trucks, Truck Trailers and Buses

L-1. Production limited but order suspended by L-1-a before becoming effective.

L-1-a. Production (*) Sept. through Nov. limited to 50% of 1st 6 mos. 1941. Production for governmental use exempted from quotas. (Effective 9-12-41)

Extension No. 1. Production (*) Sept. through Dec. 1941 limited to 2/3 of 1st 6 mos. 1941 (10-12-41)

Extension No. 2. Production (*) Sept. 1941 through Jan. 1942 limited to 5/6 of 1st 6 mos. 1941. (11-6-41)

Amendment No. 1. Limitation on production (†) of medium truck bodies and cabs and truck trailers removed. (12-4-41)

Interpretation No. 1. All sales of parts and vehicles to designated governments and agencies excluded from producers' quota. (12-5-41)

Supplementary Order No. 1. Bus production Sept. 1941 through Nov. 1941 fixed by companies, also production Dec. 1941 through Jan. 1942. (12-10-41)

Amendment No. 2. Definition of medium or heavy motor truck changed to maximum gross vehicle weight basis. Feb. 1942 quota set by companies. ( ) (2-1-42)

Amendment No. 3. March 1942 quotas (‡) set by companies. Total 54,710. Shipment permitted only if tires and tubes are removed and returned to producer. (3-1-42)

Amendment No. 4. March 1942 quota production limited to only heavy trucks and trucks for which material was on hand Feb. 28th. Feb. 1942 quota permitted to be completed in March. (3-2-42)

Amendment No. 5. Separate definition of "off-the-highway motor vehicle." (4-2-42)

Amendment No. 6. Permits production of vehicles 9,000 to 16,000 pounds G.V.W. for Army, Navy, etc., from materials authorized for March 1942 production. Units to be built without tires or tubes, unless supplied by purchaser. (4-2-42)

Amendment No. 7. Order prohibiting Mar. 1942 quota of heavy trucks with tires rescinded, effective April 25. (4-25-42)

L-1-b. Not issued.

L-1-c. Restricts sale and delivery of medium and heavy motor trucks and truck trailers. (1-1-42)

Amendment No. 1. Ban removed on sales to designated government agencies, to A-1-j rated orders and to certain prime contractors. (1-8-42)

Amendment No. 2. Extended sales ban to February 2, 1942. (1-14-42)

Amendment No. 3. Repossession, retaking or transfer of title permitted for contracts entered into prior to January 1, 1942. (1-20-42)

Amendment No. 4. Extended sale ban to February 11, 1942. (1-31-42)

Amendment No. 5. Extended sale ban to February 28, 1942. (2-10-42)

Amendment No. 6. Lifts restrictions on sale and delivery of any "Fire Apparatus" as defined, provided: A-10, or higher rating has been assigned specifically to the apparatus. (2-25-42)

Amendment No. 7. Extended sale ban to March 8, 1942. (2-28-42)

L-1-d. Inventories of vehicles to be taken Feb. 11 and 28th. Forms R-204 and R-206 for dealers, distributors and Finance companies. Forms R-205 and R-207 for manufacturers. (2-14-42)

(*) Includes medium trucks, body and cab, truck trailers and passenger carriers.

(†) Includes medium trucks and passenger carriers.

(‡) Includes medium trucks and heavy trucks.

L-1-e. All civilian truck production discontinued after completion of production permitted by L-1-f. (4-11-42)

L-1-f. Authority to manufacture until April 30 February quotas and until May 31, 1942, March quotas. (For heavy trucks applies only to balanced material on hand according to telegram to manufacturers.) (4-2-42)

L-101. Production and delivery of passenger carriers (buses) limited by specific company quotas (5-21-42)

Limitation Orders for Light Motor Trucks

L-3. Production limited August through Nov. 1941 to 28% of base period (August 1938 through July 1941). Production for governmental use exempted from quotas. (Effective 9-13-41)

Interpretation No. 1. Removes from "quotas" sales by producers or dealers when the government or certain designated agencies take or contract to take title at time of sale. (12-23-41)

L-3-a. December, 1941 quota fixed at 7% of base period.

L-3-b. January, 1942 restrictions 7% of annual average of base period. Elimination of bright work December 15. Light truck production may be increased if automobile production reduced. (11-4-41)

L-3-c. Not issued. (Would have covered Feb. 1942 quotas.)

L-3-d. December production cut to ¾ of 7% of annual average of base period. Jan. 1942 cut to ½ of 7%. New spare tires banned 12/31/41. "Bright Work" use extended to 12/31/41 or to Dec. 1941 production in January, 1942. Non-bright trim permitted. (12-31-41)

Amendment No. 1. January, 1942 production restored to 7% of base period. (1-23-42)

L-3-e. Sales of light trucks prohibited to 1/15/42. (1-1-42)

Amendment No. 1. Ban removed on sales to designated government agencies, to A-1-J rated orders and to certain prime contractors. (1-8-42)

Amendment No. 2. Sale ban extended to 2/2/42. (1-14-42)

Amendment No. 3. Repossession, retaking or transfer of title permitted for contracts entered into prior to 1/1/42. (1-20-42)

Amendment No. 4. Sale ban extended to 2/11/42. (1-31-42)

Amendment No. 5. Sale ban extended to 2/28/42. (2-11-42)

Amendment No. 6. Sale ban extended to 3/8/42. (2-28-42)

L-3-f. Production banned except for completion of January, 1942 quotas before 2/11/42. (1-21-42)

Replacement Parts for Heavy and Medium Trucks, Truck Trailers, and Passenger Carriers (Buses)

L-1. Production limited but order superseded by L-1-a before becoming effective.

L-1-a. Production of defined parts from Sept. 1 to Nov. 30, 1941 limited to 60% of sales for 1st six months 1941. (Effective 9-12-41)

Extension No. 1. Production limited from Sept. 1 to Dec. 31, 1941 to 80% of sales 1st six months 1941. (10-12-41)

Extension No. 2. Production limited from Sept. 1, 1941 to Jan. 31, 1942 to 100% of sales 1st six months 1941. (11-6-41)

L-35. Production during 1st quarter 1942 limited to 60% of sales during last six months 1941. Applies to parts used for repair of heavy, medium trucks, trailers, passenger carriers and school bus bodies. (Parts removed from L-1-a.) (1-22-42)

Amendment No. 1. Production in 1942 limited to 150% of 1941 calendar year sales. Quarterly control provisions. (3-5-42)

Replacement Parts for Light Trucks and Passenger Cars

L-4. Restricts production of defined parts 9/15/41 through Dec. 1941 to 60% of sales made Jan. 1 to June 30, 1941. Certain government orders excluded from quota. (9-18-41)

Interpretation No. 1. Excludes from quota certain government sales and sales to which the government takes title or contracts to take title at time of sale. (12-23-41)

Amendment No. 1. Producer permitted to take for base period July 1, to Dec. 31, 1940 in lieu of period specified by L-4. (11-24-41)

Amendment No. 2. List of functional parts amended to include lubricating systems. (1-23-42)

L-4-a. Production in Jan. 1942 limited to 1/3 of 1st quarter 1941 sales. Sales to government excluded from base period in computing Jan. 1942 quota. (11-14-41)

Amendment No. 1. Production during 1st six months 1942 limited to 150% of sales during 1941. (Order designed to make machines available for conversion to war work and form a stockpile of parts for future needs.) (1-23-42)

L-4-b. Production of Automobile Replacement Storage Batteries April 1 to Sept. 30, 1942 limited to 75% of sales during same period of 1941. Sizes and models reduced from about 75 to 15. Retail sale banned without turn-in of used battery. Inventories of retailer, jobber or warehouse limited to 45 days' supply. (4-25-42)

L-4-c. Production of specified functional parts during two calendar quarters April 1 to Sept. 30 limited to 70% of total dollar volume sales in corresponding quarter 1941. Manufacture of other parts prohibited. Limitation on inventory of finished parts and raw materials (May 1, 1942).

Preference Ratings for Material Used in Trucks

A-3 Rating: Heavy motor trucks, medium trucks, truck-trailers, passenger carriers (buses) and defined parts. (A-2 for defined parts since 3-5-42). W.P.B. order P54.

A-10 Rating: Light motor truck parts.

No Rating: Light motor trucks and passenger cars.

Digest of Rationing Order for New Commercial Vehicles

WPB Order M-100. Effective March 9, 1942. Applies to new trucks and trailers.

Eligible Classes:

1. Vehicles used by military forces in the field; police, fire-fighting, public health, mail, and communication services.
2. Vehicles used on fixed military and naval posts; transportation of materials directly connected with the war effort, including farm and forest products; construction and maintenance of essential transportation facilities, defense housing projects and public utilities; and transportation of persons directly connected with the war effort.
3. Vehicles used to transport ice, and fuel for heating and power to the ultimate consumer; farm and forest products indirectly connected with the war program; essential repair services, waste and scrap materials; persons in business and industry indirectly connected with the war program and in the service of public and private schools.
4. Vehicles used to transport persons or goods not connected with the war program, including all forms of retail delivery except fuel and ice.
5. Vehicles used for non-essential functions.

Before applying for a new vehicle, applicant must exhaust possibilities of renting, pooling, repairing, salvaging, revising schedules, buying used vehicles.

Application for Certificate

To buy a new vehicle, application must be filed with a local Allocation Board on Form PD-310. If approved by local board and ODT, the WPB will issue certificate of transfer (PD-321) which will be mailed to the applicant for use in obtaining vehicle from sales agency.

Digest of O. D. T.[1] Wartime Orders

O.D.T. Order No. 1—Merchandise or L.C.L. Traffic on Rails—Effective date May 1, 1942

1. Establishes minimum weight limits on loading of railroad freight cars carrying L.C.L. merchandise (exception for military and some other items). Minimum set at 6 tons on May 1, 1942, 8 tons on July 1, 1942, and 10 tons on Sept. 1, 1942.
2. Requires rail carriers to divert merchandise traffic to other carriers—rail, water, highway, or forwarder—before it has been held 36 hours on account of insufficient traffic to load the minimum required. Also requires other carriers to accept such freight.
3. Directs rail carriers to submit plans for approval by O.D.T. for improving utilization of cars in transporting L.C.L. freight.

Amendment No. 1 to O.D.T. Order No. 1 Effective May 1, 1942

Minimum load effective May 1, set at 10 tons L.C.L. freight, with some exceptions. Forbids use of closed freight cars in intracity service where motor vehicles are available for use.

O.D.T. Order No. 2 Effective April 1, 1942

No carrier by rail shall substitute buses for vehicles operated on rails, unless first authorized to do so by the O.D.T.

O.D.T. Orders—No. 3: Common carriers; No. 4: Contract carriers; No. 5: Private carriers, i.e. all other than for-hire Effective date: July 1, 1942

Applicable to Common, Contract and Private Carriers:

A. **Elimination of Waste** in operations; curtail schedules; conserve and properly maintain tires and equipment.

B. **Loading and Operating Requirements:** No carrier shall, operate a truck, trailer or combinations with a gross load exceeding defined capacity by more than 20%; operate a truck (etc.) in over-the-road service unless such truck is loaded to capacity at origin point and at 75% capacity on return trip or vice versa (or if loaded 120% of capacity at origin than 62½% on return trip, or vice versa); use a circuitous route (10% longer than direct route) except when no carrier capable of performing the service over the direct route is available or when direct route is unsafe or unusable.

C. **Operations When Empty:** Permissible in moving from point of final discharge of lading to a nearby point where traffic is available and such traffic cannot be transported by any carrier under any of the conditions described above (B).

D. **Exemptions:** Provisions given above (B) do not apply to, or include, trucks: (a) exclusively containing explosives or dangerous articles, (b) controlled and operated by person principally engaged in farming when used in hauling farm produce or products thereof from a farm or farm supplies to a farm, (c) exclusively used in maintenance of any public utility, (d) exclusively in furtherance of public health and safety, (e) with special equipment, (f) exclusively and in behalf of U. S. or state armed forces.

[1] Office of Defense Transportation.

E. **Operations by Special Authority:** Provisions of this order do not apply to trucks operating under a special or general permit of O.D.T.

F. **Submission of Plans**

Whenever joint action between two or more carriers is contemplated, in order to accomplish any of the purposes of this order, such carriers must first submit plan to, and obtain approval from, the O.D.T., or appropriate regulatory body.

Suggested methods of accomplishing purposes are:

Common carriers (O.D.T. No. 3):

1. Alternate or stagger schedules.
2. Reciprocally exchange shipments or property.
3. Pool traffic, revenues, or both.
4. Jointly load or operate motor trucks.
5. Divert traffic, lease equipment, operate joint terminals, or pickup or delivery vehicles.
6. Establish arrangements with other carriers for interchange of equipment.
7. Appoint a joint agent to handle or conduct the carrier's business.

Contract carriers (O.D.T. No. 4):

1. Alternate or stagger schedules.
2. Reciprocally exchange shipments of property.
3. Pool traffic, revenues, or both.
4. Jointly load or operate motor trucks.
5. Divert traffic, lease equipment to a common carrier or contract carrier.

Private carriers (O.D.T. No. 5):

A revision of original order permits private carriers to submit plans for joint action with other private carriers in attaining objectives.

O.D.T. No. 6—Local Carriers Effective June 1, 1942

Applies to all rubber-tired vehicles propelled by mechanical horsepower engaged in transportation of property within, or between adjacent municipalities, or in making hauls of 25 miles or less beyond corporate limits of municipalities.

No carrier shall (a) make special deliveries except to hospitals and armed forces and of medicines and other necessary supplies in emergencies for protection of public health, life and safety, (b) make call-backs, (c) make more than one delivery on any one day to any one person, except authorized deliveries cited in (a) above, and except when shipment exceeds capacity of a single vehicle.

Effective June 1, each carrier shall reduce total monthly mileage 25% below corresponding month of 1941. (If carrier has not been in operation for a year then May, 1941 shall be the basis of comparison.)

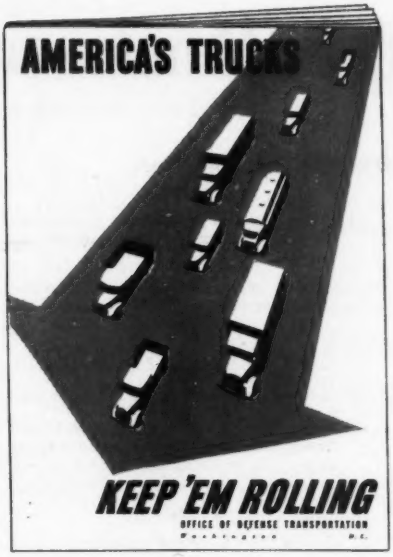
Proposed plans for joint action by two or more local carriers should be submitted to O.D.T. for approval, and shall be in conformity with joint statement by the Department of Justice and the O.D.T. dated March 12, 1942.

Exemptions:

Vehicles operated exclusively in connection with construction and maintenance of telephone, telegraph, radio, electric light and power, gas, water, sewage, garbage and sanitation services.

Vehicles controlled or operated by (a) armed forces, (b) persons principally engaged in farming when used in transportation of farm produce or farm supplies to or from farms.

Vehicles engaged in pickup and delivery service for line haul carriers or forwarders. Vehicles authorized by special or general permit of O.D.T.



Maintenance Manual Issued by O.D.T.[1]

Recommendations for Owners

Make sure that your truck receives a thorough mechanical check-up at regular intervals.

Never overload your truck.

Insist that your drivers turn in daily forms reporting on the mechanical condition of their trucks.

Employ only thoroughly instructed, competent drivers to operate your trucks.

Have broken or worn-out parts immediately disposed of to a scrap dealer, if they cannot be salvaged for future use.

Recommendations for Drivers

Take every precaution to avoid accidents.

Remember that "easy does it" when you start and stop. Otherwise, you waste tires and gasoline, strain the clutch, brakes and other mechanical parts.

Report, conscientiously, your truck's condition at end of each day.

Avoid delays because loss of truck time slows the war effort.

Check tires daily for inflation, cuts, nails, glass, bruises and any indication of unusual wear.

Check List for Driver's Daily Report

Oil Pressure • Water Temperature • Generator • Lights • Speedometer • Windows and Doors • Starter • Battery • Tires, Rims, and Wheels • Windshield Wiper • Rear Vision Mirrors • Engine Noises • Spark Control • Choke Control • Fuel Control • Clutch • Gear Shift and Transmission • Foot Brake System • Hand Brake System • Steering • Power Take-Off • Leaks—Oil, Fuel, and Water.

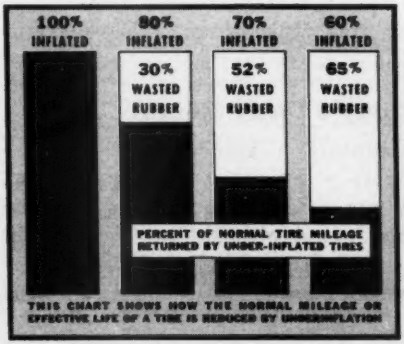
[1]Office of Defense Transportation

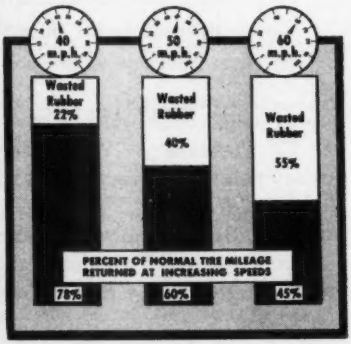
Preventive Maintenance

(From "America's Trucks

Check List for 1,000-Mile Inspection

1. Lubricate according to manufacturer's recommendations.
2. Check crankcase oil level.
3. Check differential and transmission lubricant level. Examine for leaks.
4. Fill radiator with water. Check anti-freeze if necessary. Tighten all hose connections.
5. Check distributor points. Clean and adjust if necessary. (See Manufacturer's manual for spacing.)
6. Clean and adjust spark plugs. (See Manufacturer's manual for spacing.)
7. Check ignition timing, oil distributor wick and fill distributor grease cup.
8. Adjust fan and compressor belts. Replace belts if necessary.
9. Tighten water pump gland nut. Replace pump packing when necessary.
10. Clean fuel pump strainer, bowl and carburetor strainer.
11. Adjust carburetor. (With vacuum gauge if possible.)
12. Inspect for gas, oil, or water leaks, examine with engine hot and running.
13. Take hydrometer reading of all battery cells. Add water when necessary.
14. Adjust clutch pedal for clearance. Check hand brake, connections and travel.
15. Check oil pressure and ammeter charging rate.
16. Check all instruments.
17. Check steering wheel for play.
18. Inspect universal joints for looseness.
19. Tighten all brake connections and check brake pedal travel—drain water from air or vacuum tanks—check master cylinder fluid level (hydraulic).
20. Inspect radius rods.
21. Test all lights, check reflectors.
22. Tighten all wheel nuts.
23. Inflate tires and spare. Check front wheel toe-in. Adjust, if necessary. Check tires for cuts or bruises. Repair immediately.
24. Check tractor-trailer brake and light connections.
25. Check tractor-trailer fifth-wheel connections.
26. Road test truck.


100% INFLATED
80% INFLATED
30% WASTED RUBBER
70% INFLATED
52% WASTED RUBBER
60% INFLATED
65% WASTED RUBBER
PERCENT OF NORMAL TIRE MILEAGE RETURNED BY UNDER-INFLATED TIRES
THIS CHART SHOWS HOW THE NORMAL MILEAGE OR EFFECTIVE LIFE OF A TIRE IS REDUCED BY UNDERINFLATION



Recommended By O. D. T.

. . . Keep 'Em Rolling")

5,000-Mile Inspection

In addition to items listed for 1000-mile inspection, the following should be included:

Remove and clean crankcase ventilator. Clean or replace oil filter cartridge. Tighten oil line connections.

Test coil and condenser.

Adjust valves according to manufacturer's recommendations.

Tighten radiator, hold down bolts and tire rods.

Test pump outlet pressure.

Clean air cleaner, check choke adjustment, tighten manifolds, carburetor flange, adjust throttle linkage.

Clean and tighten connections. Tighten battery in case.

Align front wheels and make all necessary adjustments.

Tighten differential carrier bolts, inspect cover bolts and all spring clips and U-bolts.

Retread bald tires. Check condition of fenders, running boards and aprons.

Check governor.

15,000-Mile Inspection

In addition to the foregoing check-lists, the following should be included:

Remove and clean oil pan, oil pump. Check bearings for excess clearance. Clean all outside oil lines. Tighten motor support bolts.

Check compression. Grind valves if necessary. Clean overhead mechanism. Clean side plates and block.

Overhaul or install rebuilt fuel pump if necessary.

Clean generator. Check brushes. Tighten connections. Test.

Check starter. Tighten cable connections at starter.

Align front wheels, check king pins and tie rod ends. Check for bent axle and alignment.

Tighten universal joints and flanges. Check on condition of hanger bearing.

Check ring gear adjustment. Tighten cab, seat and body bolts.

Driver Participation in Conservation Program

A PLEDGE TO KEEP 'EM ROLLING LONGER

Realizing that motor trucks are vital to our national transportation welfare, that the existing supply is all but irreplaceable, and that every extra mile each truck can be made to serve in safety is a direct help to the war effort. . . .

I hereby pledge that I will regard it as my patriotic duty to do all in my power to prolong the life of any truck in my ownership or care.

I will cooperate in a Preventive Maintenance Program.

I will do my part to see that frequent mechanical inspections are made and that all necessary adjustments and minor repairs are promptly taken care of to prevent major repairs, with consequent waste of parts and materials.

I will see that my truck is driven properly to avoid accidental damage, excessive tire wear, and gasoline waste.

(Signature of Owner or Fleet Executive)

O. D. T's Rules For Preserving Tires

(From "America's Trucks . . . Keep 'Em Rolling")

By observing a few simple rules of tire operation and maintenance, thousands of miles can be added to the life of every tire.

Reduce Speed—No truck should ever be operated in excess of 40 miles an hour and every effort should be made to operate at lower speeds.

Don't Overload—An overloaded tire generates terrific internal heat which quickly weakens the tire body.

Inflate Properly—When a tire is over-inflated or under-inflated it is subjected to abnormal strains for which it was not designed and wears rapidly. Have them checked often. *Don't trust* appearances.

Match Duals Properly—When dual tires are mis-mated, the larger tire carries most of the load and the smaller tire is just "along for the ride."

Mechanical Defects in a Truck Reduce Tire Mileage

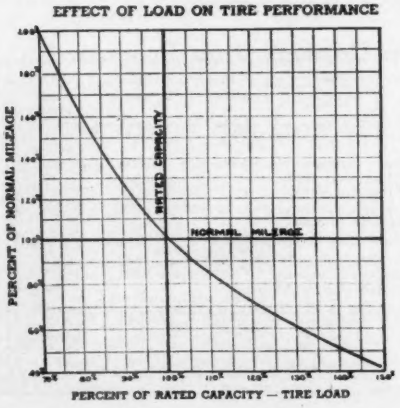
Mis-Alignment—One-half inch misalignment grinds as much rubber off a truck tire as dragging it sideways 87 feet in every mile!

Faulty Brakes—Brakes out of adjustment or drums out of round cause excessive and spotty tire wear.

Damaged Rims—Rims with bent or damaged flanges result in excessive chafing and early failure in the bead area of the tire.

Repair Small Cuts and Bruises at Once—A small cut lets in dirt, water and other foreign material. The constant flexing action of the tire increases the size of the cut until the tire is beyond repair.

Retreading Saves Rubber—It is real conservation as well as economy to get your tires retreaded just as soon as the original non-skid design is worn smooth.


EFFECT OF LOAD ON TIRE PERFORMANCE
PERCENT OF NORMAL MILEAGE
RATED CAPACITY
NORMAL MILEAGE
PERCENT OF RATED CAPACITY — TIRE LOAD

EVERY DAY DRIVING RULES TO SAVE RUBBER

1. START slowly.
2. AVOID bad roads.
3. AVOID "scuffing" curbs in parking.
4. DRIVE slowly.
5. TURN corners and take curves slowly.
6. STOP slowly.
7. GUARD inflation.

INDEX

Page

Accident Rate 27
Age of Farm Trucks 34, 35
Agriculture, U. S. Department of,
Farm Produce Shipments 32, 33
"America's Trucks . . . Keep 'Em Rolling" . . . 51-54
Assembly Lines 7-9
Automobile Manufacturers Association 2
Automotive Council for War Production 4, 5
Axle-load regulations 42, 43

Buses, O.D.T. Order 49, 50
Butter Trucked to Market 32

Canadian Sales 15
Cattle Trucked to Market 32
Census, U. S. Bureau of 34, 35
City Truck Use 18, 19
Coal Shipped by Truck 24
Committees
  Motor Truck 2
  Military Vehicles Division 4, 5
Common Carriers, O.D.T. Order 49, 50
Communities Dependent on Trucks 10, 11
Conservation, Truck, Tire 51-54
Contract Carriers, O.D.T. Order 49, 50
Curtailment of Truck Production 12, 46-48

Daily Report, Drivers 51
Donnelley, Reuben H. Corp. 19
Drivers' Pledge 53

Eggs Trucked to Market 32

Factory Sales, 1904-1941 15
Farms
  Age of Trucks 34, 35
  Marketing Produce 32, 33, 36
  Reasons for Preferring Trucks 14
  Registrations 30, 31
Federal Excise Taxes 40, 41
54,000 Communities Depend on Trucks . . . 10, 11
Fleets
  Accident Rate 27
  Industrial 21
  Private Shippers 20
  Vehicle Miles 27
For-Hire Trucks
  Gasoline Consumption 23
  Mileage, Ton-Miles 36-38
  Ownership 39
  Taxes 39
Freight, Truck
  Rural 10, 11
  War Industries 8, 9
Fruit, Vegetables Trucked to Market 32

Page

Gasoline
  Consumption 23
  Taxes 40, 41
Governing Board, Military Vehicles Division 4, 5
Government Orders
  Limit Production 46-48
  Ration Materials, Vehicles 48
  Regulate Truck Transportation 49, 50

Height Restrictions 42, 43
Highway Planning Surveys
  Vehicle Mile, Ton-Mile 36, 37
Hill-Climbing Ability of Trucks 26
Hogs, Trucked to Market 32
Horses, Mules Trucked to Market 32

Industries Using Truck Fleets 21
Inflation, Effect on Tire Wear 52, 54
Inspection Recommendations 51-54
Intercity Truck Service 25
Inventory, Truck and Bus 16
Interstate Commerce Commission 39

Legislation, State Truck 42-45
Length Restrictions 42, 43
License Fees 40, 41
Limitation Orders, W.P.B. 46-48
Livestock Trucked to Market 32
Load, Average 37
Local Carriers, O.D.T. Order 49, 50

Maintenance, Recommendations 51-54
Manufacturers, Motor Truck 2
Michigan War Factories 8, 9
Mileage, Passenger Cars, Trucks, Buses . . . 36-38
Military Vehicles 28, 29
Military Vehicles Division 3, 4
Milk Shipped by Truck 24
Motor Truck Committee 2
Multiple Ownership 16

National Highway Users Conference 42-45
National Safety Council 27

Office of Defense Transportation
  Maintenance Recommendations 51-54
  Number of Trucks For-Hire 39
  Transportation Orders No. 1-No. 6 . . . 49, 50
Officers, Automobile Manufacturers Association 2
One Fourth U. S. Trucks on Farms 30, 31
125-Mile Assembly Line 7
Overload, Effect on Tire Wear 52, 54
Ownership, by
  States 16, 17
  Number of Trucks 21
  Use 39

INDEX (Continued)

Page

Parts, Limitation Orders 47, 48
Performance of Trucks 26
Pledge, Drivers 53
Population Dependent on Trucks 10, 11
Poultry Trucked to Market 33
Preference Ratings, Trucks 48
Private Carriers, O.D.T. Order 49, 50
Private Ownership 39
Private Truck Fleets 20
Private Truck Mileage 36, 37
Production
  Limitation Orders 46-48
  By Months, 1939-1941 13
  Stopped by Government Order 12
  Trailers 22
  By Years, 1904-1941 ..... 12, 13, 15
Public Roads Administration
  Gasoline Consumption 23
  Highway Planning Surveys 36-38
  Hill-Climbing Ability of Trucks 26
  Inventory, Truck and Bus 16
  Registration, Truck 14, 17, 18
  Trailers, Registrations 22

Railroad Use of Trucks 25
Railroadless Towns 10, 11
Rationing Orders, Trucks 48
Reasons for Preferring Trucks 14
Registrations
  Cities 19
  Farms 30, 31
  Farm Trucks, Age 34, 35
  Fees 40, 41
  Size of Community 18
  States 16, 17
  Trailers 22
  Years, 1904-1941 14
Regulation, O.D.T. Orders 49, 50
Regulation, State 42-45
Replacement Parts, Limitation Orders 47, 48
Rural Freight Service 10, 11
Rural Truck Mileage 36-38

Sales, U. S. and Canada, 1904-1941 15
Sheep Trucked to Market 32
Shippers 21
  Reasons for Preferring Trucks 14
Size, Weight Limitations 42-45
Speed, Effect on Tire Wear 52, 54
State Regulations 42-45
State Trade Barriers 42-45
Stockpile, Civilian Trucks 6

Page

Store-Door Delivery 25
Subcontracting 7-9

Taxes
  For-Hire Trucks 39
  By States 40
  1927-1941 41
Terminal Transfer Service 25
Tire Conservation 52-54
Ton-Miles, For-Hire and Private Trucks 38
Tractors, Number on Farms 30
Trade Barriers, State 42-45
Trailers
  Large Users 20
  Production, Registration 22
Transportation Orders, O.D.T. 49, 50
Tolls, Ferry, Bridge, Tunnel 41
Truck Manufacturers 2
Truck Taxes Half Billion Dollars 41
Truck-Trailer Manufacturers Association 22
Truck-Tractors 21

Urban Truck Milage 38
Urban Use of Trucks 38
Use of Trucks
  Coal 24
  Farm 30-37
  For-Hire and Private 37, 38
  Industry 21
  Marketing 14, 32, 33
  Milk 24
  Private Shippers 20
  Railroad 25
  Reasons for Preference 14
  Size of Community 18, 19, 31
  By States 16, 17
  Subcontracting 7-9
  Wartime 6
  War Industries 7-9

Value of Trucks 15
Vegetables Trucked to Market 32
Vehicle Miles 36-38

War Industries Use of Trucks 7-9
War Production Board 6, 13
  Limitation, Rationing Orders 46-48
Wartime Use of Trucks 6
Weight Limitations 42-45
Weight, Truck Shipments 36, 37
Width Restrictions 42, 43